Antique views of ye towne of Boston

James Henry Stark

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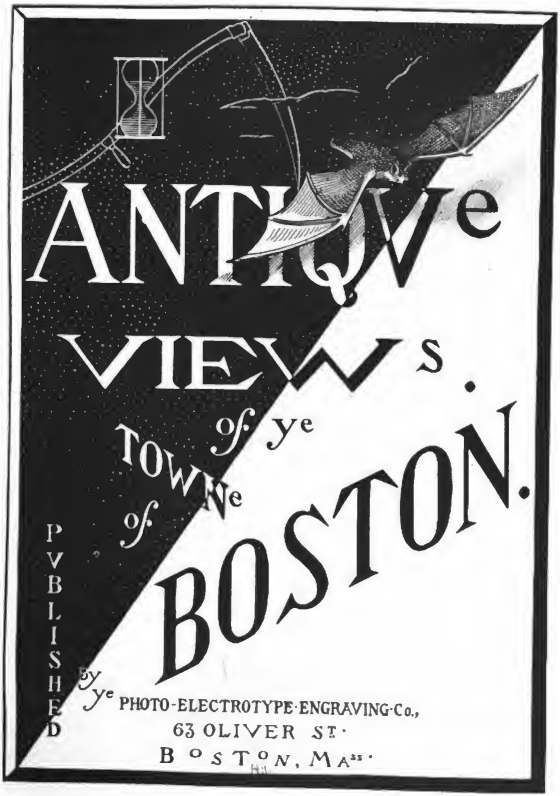

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INTRODUCTORY.

No city in the United States gathers within its limits more matter of national historic import than the city of Boston. There is not a foot of its original territory (we say original from the fact that more than two thirds of its present territory is made ground), but what is associated with our country's struggle for liberty or the trials and privations of its early settlers. To the antiquary it presents an inexhaustible store of surprises and a veritable mine of pleasure.

In compiling the matter accompanying each illustration in this work, the publishers have used every endeavor to give a clear, concise and truthful description of the subject in hand. Every authority on any one subject has been carefully sought out and consulted, if it were possible, and it is believed nothing has been neglected which would tend to make the work a most valuable acquisition to the history of Boston, in its letter-press as well as in the preservation to posterity of the rare old prints here incorporated. The publishers take pleasure in acknowledging the valuable assistance rendered them by Dr. Samuel A. Green, Librarian of the Massachusetts Historical Library, John Ward Dean, Librarian of the New England Historic Genealogical Society, and Judge Chamberlain, Librarian of the Public Library.

The engravings were reproduced by the Photo-Electrotype Engraving Co., 63 Oliver St., Boston, the best Photo-Engraving Process known. Copies of prints shown in this work can be procured of the publishers.

James H. Stark
Savin Hill.
Dorchester.
Boston

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The following letter from his Honor the Mayor of Boston, who is well known as the Librarian of the Massachusetts Historical Society, is a sufficient guarantee of the value and reliability of this work :—

Boston, March 27, 1882.

My dear Sir,

I am familiar with many of the old prints copied in your book, and can testify to their faithful reproduction. The work will be a great help to the local antiquary, and the interest in it by no means confined to Bostonians. Some of the views are taken from engravings now exceedingly rare, and all of them have an historical value. I hope that their publication will meet with the encouragement it deserves.

Very truly yours,

Samuel A. Green

Mr. James H. Stark

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g to Dorchester.

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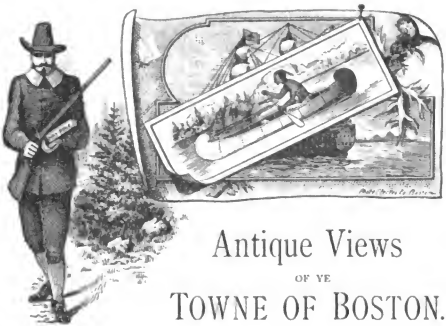

Antique Views

OF YE

TOWNE OF BOSTON.

DISCOVERY OF BOSTON HARBOR.

WHO were the first discoverers of Boston harbor is not known. Some historians suppose that it was first discovered by the Northmen, but this statement cannot be substantiated.

The inhabitants of Norway, Sweden, and Denmark, were at a very early period of the Christian era acquainted with the science and practice of navigation, far surpassing the people of the South of Europe in building vessels, and managing them upon the sea. The characteristics of these people were of a predatory and piratical nature, who possessed nothing of that thirst for glory of discovery that so eminently distinguished those of the Southern countries.

As early as 861, in one of their piratical excursions, they discovered Iceland; and about the year 889 Greenland was discovered, and peopled by the Danes, under Eric the Red, a noted chieftain who had to flee his country for murder.

Very early in the eleventh century, Biarne, an Icelander, who had visited many countries with his father Heriulf, for trading purposes, being accidently separated in one of the vessels from

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his parent, in directing his course to Greenland, was driven by a storm southwesterly to an unknown country, level in its formation, destitute of rocks, and thickly wooded, having an island near its coast. After the storm abated he concluded his voyage to Greenland, and related his discoveries to Lief, the son of Eric the Red, a person of an adventurous disposition, whose desires he awakened by the recital of his accidental discovery. Lief sailed in the year 1002 on a voyage of discovery, and it is stated that the Icelander visited not only the shores of Greenland and Labrador, but explored the cost of New England, during which they discovered Boston Harbor; one of the promontories, they named "Krossaness," and which archæologists have been led to believe was one of the headlands of Boston Harbor, named afterward by the Plymouth settlers Point Allerton, which is the northerly termination of Nantasket Beach. These discoveries of the Northmen were forgotten for many years, and as late as the fifteenth century Greenland was only known to the Norwegians and Danes as the "lost land." It is more than probable that Columbus during his voyage heard of the discoveries made by the Northmen, or saw their charts, which caused him to so strongly believe that there was "land to the westward."

After the discovery of America by Columbus, many voyagers visited the American coast in the northern latitude before the settlement of New England; among whom were John Cabot and his son Sebastian, natives of Bristol, who made the first authentic discovery of the American continent. The land thus discovered by the English merchant was a portion of Labrador, which event occurred on the 24th of June, 1497, about thirteen months before Columbus on his third voyage came in sight of the mainland, and nearly two years before Americus Vespucius ventured to follow the illustrious Columbus.

FIRST AUTHENTIC DISCOVERY OF BOSTON.

In 1602, Bartholomew Gosnold, a daring mariner from the west of England, being possessed of a great desire for discovery, set sail from Yarmouth in a small vessel, with only thirty-two men, and was the first Englishman who came in a direct course and set foot on Massachusetts soil, selecting a small island called Cuttyhunk, situated at the mouth of Buzzards Bay. There,

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upon a little but well wooded island of about one acre of land, in a pond of fresh water, Gosnold built a fort and established a house, the vestiges of which may be seen at the present time; on the 18th of June, scarcely a month after landing, he sailed with his men for home. In the year 1614, Captain John Smith, of Pocahontas notoriety, a celebrated traveller and navigator, sailed from England, and explored the coast of New England in a boat which he built after his arrival; by this means he was enabled to explore the bays, harbors, rivers, and difficult and dangerous places, without running any risk or danger of losing his vessel. With eight men for a crew, he explored the coast from the Penobscot to Cape Cod, trading with the Indians for furs. On this expedition he discovered Boston Harbor and the Charles River.

FIRST INTERVIEW WITH THE INDIANS.

THE SETTLEMENT OF BOSTON.

After the death of King James in 1625, Charles I. succeeded to the throne, who committed the government of the church to men of arbitrary principles, passionately fond of the established rites and ceremonies, and disposed to press the observance of them with rigid exactness, until at last the very name of bishop

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grew odious to the people, and they were forced to draw their swords in defence of their liberties, whereby the kingdom was involved in the horrors of a civil war.

This being the melancholy state of affairs, Rev. John White, minister of Dorchester, England, encouraged by the success of the Plymouth Colony, projected a new settlement in Massachusetts Bay. Mr. White associated himself with several persons of quality about London, who petitioned the King to confirm their rights by a patent, which he did on the 4th of March, in the fourth year of his reign. Their general business was to be disposed and ordered by a Court, composed of a Governor, Deputy Governor, and eighteen Assistants. Their jurisdiction extended from three miles north of the Merrimack to three miles south of the Charles River, and in length from the Atlantic Ocean to the South Sea.

Preparations began to be made with vigor for the embarkation of a great colony. By the end of February, 1630, a fleet of fourteen vessels was furnished with men, women, and children,—all necessary men of handicrafts, and others of good condition, wealth and quality, to make a firm plantation.

In this fleet were congregated our forefathers, with their wives and little ones, leaving their native country, kindred, friends, and acquaintances; perhaps forever,—to break asunder those cords of affection which so powerfully bind one to his native soil, and to dissolve those tender associations which constitute the bliss of civil society. All the fleet, on Monday, March 29, 1630, were riding at anchor at Cowes, Isle of Wight. By head-winds and other causes they were delayed a week, during which they improved one day as a fast.

On the 8th of April, about six in the morning, the wind being east and by north, and fair weather, they weighed anchor, and set sail.

"No accident of any moment occurred on board of the ships. They saw one or two whales, one with a bunch on his back about a yard above water, and all the way were birds flying and swimming, when they had no land near by two hundred leagues." On the 3d of June they approached near enough to the coast to get

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soundings in eighty fathoms and regaled themselves with fish of their own catching. On the 8th they had sight of Mount Desert.

"So pleasant a scene here they had as did much refresh them; and there came a smell off the shore like the smell of a garden."

Noah could hardly have been more gratified to behold his dove with the olive-leaf in her mouth, than these people must have been to have received a visit from a wild pigeon and another small bird from land.

All day on the 11th they stood to, and again within sight of Cape Ann. On Saturday, the 12th, at four in the morning, they gave notice of their approach, from a piece of ordnance, and sent their skiff ashore. In the course of the day, passing through the narrow strait between Baker's and another small island, they came to anchor in Salem Harbor. The other ships of the fleet came in daily and by the 6th of July, thirteen out of the fourteen had arrived safely, without the loss of more than fifteen lives by sickness or accident. A day of public thanksgiving was therefore kept on the 8th of that month.

The other vessel, the "Mary and John," which brought over Messrs John Warham and John Maverick, with many godly families from Devonshire, Dorsetshire and Somersetshire, together with Edward Rossiter and Roger Clap, who was afterward captain of the "Castle," in Boston Harbor, became separated from the fleet during the voyage, and was the first to arrive. They had some difficulty with Captain Squib, who, "like a merciless man" (but he could hardly have been expected to do different, as the harbor was but little known, and he would have been in danger of losing his ship had he done as they desired), put them ashore on Nantasket Point, now called Hull, notwithstanding they held that he was engaged to bring them to the Charles River; yet he contended that they were then at the entrance of the river. This all took place before the 14th of June, on which day the ship "Admiral," of the New England fleet, arrived at Salem, in which Governor Winthrop and Mr. Isaac Johnson came as passengers.

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Governor Winthrop, after his arrival at Salem, determined to remove to a point of land, since called Charlestown, in honor of Charles I., and with his followers took up his abode there, and dwelt in the "Great House," which was built the year before by Mr. Thomas Graves, while the "multitude" set up cottages, tents, and booths. From the length of their passage over the Atlantic, many arrived sick with scurvy, which greatly increased afterward through the want of proper houses to live and sleep in. Other distempers also prevailed; and, although the people were very loving and kind to each other, yet so many were afflicted that those few who remained well were unable to attend them and many died in consequence. Fewer dismal days did the first settlers experience than those they passed at Charlestown. In almost every family lamentation was heard, fresh food could not be obtained, and that which added to their distress was the want of fresh water; for although the place afforded

THE TRAMOUNT OR SHAWMUT.

plenty, yet for the present they could find but one spring, and that could not be reached except when the tide was down: this want of water was their principal cause of removal to Shawmut, now Boston; for notwithstanding the resolution of the principal men to build their town at Charlestown, the discouragement attendant on sickness and death caused many to be restless, and to think of other locations; in the mean time Mr. William Blackstone, who lived at Shawmut (which signifies, in the Indian language, "living water," on account of the springs found there, and called by the newcomers Tramount, or Trimount, from its appearance from Charlestown of three large hills), learned of their distress, and, going over to their relief, advised them to remove to this peninsula. His advice was kindly received, and followed soon after. Thus Boston became settled by the English Puritans.

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ANNIE POLLARD
AT THE AGE OF 103 YRS.

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THE FIRST SETTLER OF BOSTON.

Was Mr. Blackstone. This was acknowledged during the lifetime of the Governor, as shown in the records of Charlestown in

BLACKSTONE'S HOUSE.

these words: "Mr. Blackstone, dwelling on the other side of Charles River alone, at a place called by the Indians, Shawmut, where he had a cottage at, or not far from, the place called Blackstone Point (supposed to be the southwest slope of Beacon Hill, near the corner of Beacon and Charles sts.), came and acquainted the Governor of an excellent spring, inviting and soliciting him thither. Whereupon, after the death of Mr. Johnson and divers others, the Governor and Mr. Wilson, and the greatest part of the church, removed thither; whither also the frame of the Governor's house was carried, when the people began to build their houses against winter, and this place was called Boston, which was named after Boston in Lincolnshire, England, from which place some of the settlers came from." Blackstone's house, or cottage, in which he lived, together with the nature of his improvements, was such as to authorize the belief that he had resided there some seven or eight years. He was a retired Episcopal clergyman, and was one of those who preferred solitude to society, and his theological ideas corresponded with those habits of life. How he became possessed of his lands here is not known; but it is certain he held a

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good title to them, which was acknowledged by the settlers under Winthrop, who, in the course of time, bought his lands of him, and he removed out of the jurisdiction of Massachusetts. When he invited Winthrop to come over to his side of the river, he probably had no thought of removal himself, as it was some four years later when he changed his location. His selling out and leaving Boston was no doubt occasioned by his desire to live more retired, as well as a dislike to his Puritan neighbors. He said he "left England because of his dislike of the Lord Bishops, and now he did not like the Lord Brethren." One of the new-comers writes about him as follows: "There were also some Godly Episcopalians, among whom may be reckoned Mr. Blackstone, who, by happening to sleep first in an old hovel, upon a point of land there, laid claim to all the ground whereupon there now stands the whole metropolis of English America, until the inhabitants gave him satisfaction."

Blackstone retreated to that beautiful valley through which flows the Blackstone River, named in honor of him.

Upon Blackstone's advice the Charlestown settlers acted, and removed to Shawmut. In the first boat-load that went over was Anne Pollard, who lived to be one hundred and five years old, and whose portrait we give, which was copied by the Photo-Electrotype process, from a painting in the possession of the Massachusetts Historical Society, that was painted when she was one hundred and three years old. As the boat drew up towards the shore, she (being then a romping girl) declared she would be the first woman to land, and, before anyone, jumped from the bow of the boat on to the beach. According to this statement, which is based on good authority, Anne Pollard was the first white female that stood on the soil of Boston. Her deposition, at the age of eighty-nine, was used to substantiate the location of Blackstone's house.

THE ABORIGINES

The Indians living to the north visited the settlement quite frequently; but no intercourse was had for some time with the Massachusetts, living to the southward, whose principal residence was on the Neponset River. At the head of these was a chief named Chickataubut. He had learned, probably, that Indians who visited

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GOVERNOR WINTHROP.

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the new people at Shawmut fared well, and he resolved to venture among them to see what benefit they would be to him. Accordingly he mustered up considerable men, who, with their wives, made their appearence at the dwelling of the Governor; and, to satisfy him that they had not come out of idle curiosity, he presented him with a hogshead of Indian corn. The Governor could not be outdone in generosity in so important a state affair; and, therefore, he provided a dinner for the whole company. The Governor allowed Chickataubut to dine with him at his own table, where he behaved himself as soberly as an Englishman. The

INTERVIEW BETWEEN THE INDIANS AND GOV. WINTHROP.

next day after dawn they returned home; the Governor giving him some cheese and peas, and a mug, and several other small things.

EARLY APPEARANCE OF BOSTON.

Winthrop's company found Boston sparsely wooded; water, however, was abundant and good. In addition to the springs near Blackstone's house, mention is made in the first records of a "great spring" in Spring Lane, as well as other springs on the neck and elsewhere.

The first settlers located chiefly within the limits between what are now Hanover, Tremont, Bromfield, and Milk Streets. Pemberton Hill was also a favorite place of residence. The first

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buildings were rude and unsightly. They were of wood, with roofs thatched, while the chimneys were built of pieces of wood placed crosswise, and covered with clay. Economy in building was carried so far that Governor Winthrop reproved his deputy, in 1632, for nailing clapboards upon his house, saying "that he did not well to bestow so much cost about the wainscoting, and adorning his house in the beginning of a plantation, both in regard of the public charges and for example."

The first General Court was held in Boston, in 1630. John Winthrop was elected Governor, and Thomas Dudley, Deputy Governor. Our portrait of Governor Winthrop was copied from the painting in the possession of the Mass. Historical Society.

The government of the town was in the hands of nine selectmen.

In 1632, Boston was declared by the colonial legislature to be "the fittest place for public meetings of any place in the Bay," and it has remained the capital of Massachusetts ever since.

WINTHROP'S GRAVE.

Governor Winthrop died March 26, 1649. He was called the father of Boston, and no death has happened in it since its settlement which caused so deep a sensation among its inhabitants. He was interred in King's Chapel burying ground, on the northerly side of it, directly beneath the windows of the Mass. Historical Society, from whence our view of his tomb was taken.

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THE GRAVE OF WINTHROP.

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BOSTON, LINCOLNSHIRE, ENGLAND.

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BOSTON, LINCOLNSHIRE, ENGLAND.

The original name of Boston is supposed to be derived from an old British saint of the name of Botolph, who lived about A. D. 650. The name is obtained from the Saxon boat and ulph, help, because. Botolph was the tutelar saint of mariners. For a long series of ages but little is known of English Boston. For nearly a thousand years succeeding its foundation, few of the vicissitudes attending it through that dark period have been recorded. Indeed, its history had hardly been attempted until its daughter on this side of the Atlantic had, in most respects, far outgrown her mother city. Two hundred and fifty years ago, at the time the fathers of New England left there, it was, and long had been, a famous and flourishing town, built on both sides of the river Witham, which is here enclosed on both sides with artifical banks, over which was a high wooden bridge, which has since been superseded with an iron one which cost £22,000. At a far remote period, it had become a great mart for wool, "which very much enriched and invited thither the merchants of the Hause towns, who fixed their Guild there." In 1719, the inhabitants were chiefly merchants and graziers. At this date, it had a commodious and well frequented haven, admitting ships of two hundred and fifty tons up to the town, while, only thirty years later, even a small sloop of but forty tons, drawing but six feet of water, could get up only at spring tides. This was caused by the river being choked up with silt. Not long after, however, its usual navigation was restored by cutting a new channel from the town to Dogdike, an extent of twelve miles. To an inhabitant of Boston in New England it may appear scarcely credible for places elsewhere to remain nearly the same for a hundred years together, yet such was the case with the mother of Boston, judging from the following facts:—The parish register of Old Boston shows that in 1614 there were thirty marriages, eighty-four baptisms, and eighty-three burials; while in 1714, just one hundred years later, there were thirty-one marriages, ninety-nine baptisms, and one hundred and thirty-one deaths. There was a return of the population in 1768, 3,470; in 1801, 5,926; in 1811, 8,113; in 1831, 11,240; in 1841, 34,680.

St. Botolph's church, which is one of the prominent objects in the engraving and one of the most famous and interesting objects of ancient Boston, rendered doubly famous here for its having been

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the church of which Mr. John Cotton was vicar twenty-one years, and from which he was obliged to fly to New England. This church was described one hundred and sixty-three years ago as "beautiful and large, the tower of which is so very high as to be the wonder of travelers, and the guide for mariners at a great distance. It is looked upon as the finest in England and is 280 feet high, or better, and was begun to be built at midsummer, 1309, Dame Margaret Tilney laying the first stone. The length of the church is equal to the height of the steeple, ninety-four yards. There are 365 steps, fifty windows and twelve pillars which are designed to parallel the days, weeks and months of the year." Its handsome tower was built after the model of that of the great church at Anthwerp. At the summit of this tower is a beautiful lantern, for a guide to seamen, which can be seen forty miles. It is a figurative saying of some of the pilgrims who settled this Boston, that the lamp in the lantern of St. Botolph's ceased to burn when Cotton left that church to become a shining light in the wilderness of New England.

St. Botolph's has no galleries, yet it will contain five thousand persons, as estimated at the obsequies of the late Princess Charlotte. The nave is lofty and grand; the ceiling, representing a stone vaulting, is said to be of Irish oak. It consists of fourteen groined arches, with light spandrils, which, by their elegant curves, intersections and embowments, produce a beautiful effect. The upper part of the nave is lighted by twenty-eight clerstory windows, between the springs of the arches. The chancel, which is spacious and lofty, has on each side ranges of stalls, the seats of which are ornamented with grotesque carvings; over these, formerly, were canopies, highly embelished with folinge and fret-work. The alter is of oak, in the Corinthian order. Such was the splendid and magnificient church of St. Botolph's, in which many of the fathers of "New England Boston" had been wont to worship, and which they had looked upon with pious reverence, and which they justly remembered as one of the chief glories of their native land. But at the period of their emigration, a great change had commenced. They began to consider extravagance in architecture and dress as very wicked, and disapproved of by the God they intended to honor by such extravagance.

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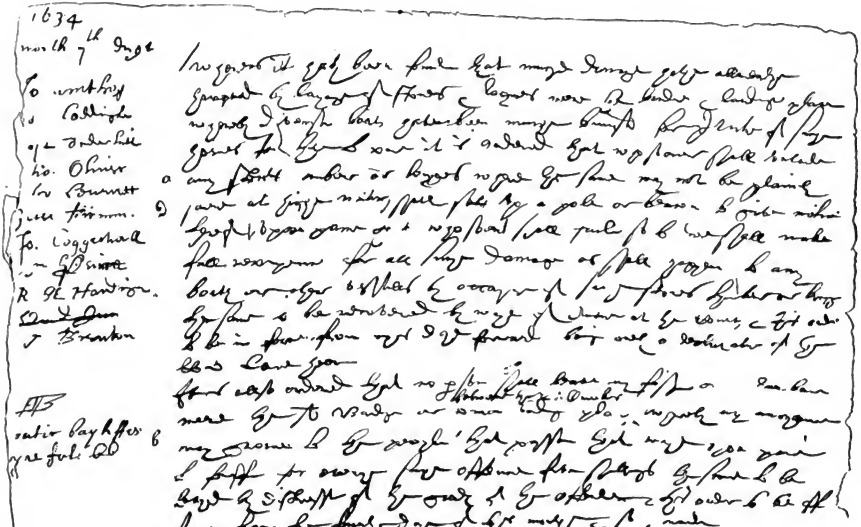

FIRST ENTRY IN THE BOSTON TOWN RECORDS.

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FIRST ENTRY IN THE RECORDS OF THE TOWN OF BOSTON.

Our local historians very generally agree that there are several pages missing from the first book of the Records of Boston, and what there is left of it, begins Sept. 1, 1634; the first entry being herewith faithfully reproduced by the Photo Electrotype Engraving process.

The first entries are in the autograph of Governor Winthrop and were written in blue ink, which is still bright. It is thought that the missing pages were occupied chiefly in the allotments and distributions of lands, and it is probable that a list of the residents were there given, but this is simply speculation. What now remains seems to be an entire book of 161 pages, written on foolscap paper. The paging and indexing was a comparatively modern labor, and from the pages running regularly through the book (from 1 to 161) it appears to be complete.

The first entry begins at the top of the page and in these words:

"Whereas, it has been founde that muche damage hath alreadye happnd by layngе of stones and loges neere the bridge and landinge place, whereby diverst boats have been much bruised; for prvention of such hurmes for tyme to come, it is ordered that whosoever shall mlade any stones, lumber or logges, where the same may be plainely seene at high water, shall set vp a pole or beacon thereof, upon pain that whosoever shall fail so to doe shall make full recompense for all such damage as shall happen, being only declarative of ye com. lawe herein."

The following names, occupying the left hand margin of the record, are presumed to have been those of the select men present: John Winthrop, William Coddington, Captain John Underhill, Thomas Oliver, Thomas Leverett, Giles Firmin, John Coggeshall, William Pierce, Robert Hardinge and William Brenton. One name crossed out is presumed to be that of Edmund Quinsey.

There is one name in the MS. not entirely written out. This was crossed out apparently at the time it was written, and is presumed to have been that of "Edmund Quinsey," who was at that time an inhabitant of Boston and had been admitted a freeman 4th March, 1634. This person, whoever he was, may have been appointed one of the Town Officers, but had not accepted the office, or otherwise, was prevented from being present.

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The Record proceeds:—"It is also ordered, that no person shall leave any fish or garbage neare the said bridge or common landing-place, between the creeks, whereby any annoyance may come to the people that passe that way, vpon payne to forfeit for every such offence five shillings, the same to be levied by distress of the goodes of the offender.

SMITH'S MAP.

As stated in the first part of this work, Captain John Smith made the first authentic discovery of Boston Harbor. On his return to England he published a map which clearly shows a bay with eight islands in it, into which flowed a river which he called "Charles River." He afterwards made use of later explorers' reports and added them to his map. This map, being the real foundation of our New England cartography, deserves particular attention. Smith showed his map to Prince Charles, then a lad of fifteen, and desired him to give names to the different points, bays, rivers, hills and other physical features. Of the names which the Prince assigned, but three became permanently attached to the localities, and these are Plimouth, Cape Anna, and the river Charles. Boston has been changed to York, Me., and Smith's Isles to Isles of Shoals, London to Hingham, Oxford to Marshfield, Poynt Suttliff to Brant Rock, Poynt George to Garnet. New England, as the general designation of the country, has been suffered to remain. Ten or more editions of this map were published in which there were many distinctive features. Our reproduction is a portion of the map published in "Mercator's Atlas," 1635, four years after Smith's death. Although the old date, 1614, is still kept on the plate, yet the following words which appear on the map show that it followed Wood's Prospects of 1634: "He that desyres to know more of the Estate of new England lett him read a new Book of the prospecte of new England & there he shall have Satisfaction." On this last edition appear the names of Boston, Roxbury, Dorchester, and many other distinctive features that do not appear on the first; as, for instance, there are eighteen islands in the harbor instead of eight, as in the first edition. These changes were made through the reports of later visitors, such as Wood and others.

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PART OF SMITH'S MAP OF NEW ENGLAND.

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WOOD'S MAP.

This map, which appeared in Wood's New England Prospects, with the title, "The South part of New England as it is Planted this yeare, 1634," is the oldest map known giving any detail of the geography of the vicinity of Boston. We herewith give a fac-simile of the map. Nothing is known of Wood, except that in August, 1633, he left this country, where he says "he had lived these four years, and that the end of his travel was observation, and that he intended to return shortly." Wood, in his description, says "Boston is two miles northeast from Roxberry. His situation is very pleasant, being a peninsula hemmed in on the south side with the bay of Roxberry, on the north side with Charles River, the marshes on the back side being not a half a quarter of a mile over; so that a little fencing will secure their cattle from the wolves. Their greatest wants be wood and meadow-ground, which never were in that place, being constrained to fetch their building timber and firewood from the islands in boats and their hay in lighters. It being a neck, and bare of wood, they are not troubled with three great annoyances, of wolves, rattlesnakes, and mosquitoes. These that live here upon their cattle, must be constrained to take farms in the country, or else they cannot subsist; the place being too small to contain many, and fittest for such as can trade into England for such commodities as the country wants, being the chief place for shipping and merchandise. This neck of land is not above four miles in compass; in form almost square, having on the south side, at one corner, a great broad hill, whereon is planted a fort, which can command any ship as she sails into any harbour within the still bay. On the north side is another hill, equal in bigness, whereon stands a windmill. To the northwest is a high mountain with three little rising hills on the top of it; wherefore it is called the Tramount. From the top of this mountain a person may overlook all the islands which lie before the bay, and descry such ships as are upon the sea-coast. This town although it be neither the greatest nor the richest, yet it is the most noted and frequented, being the centre of the plantations, where the monthly courts are kept. Here likewise dwells the Governor. This place hath very good land, affording rich cornfields and fruitful gardens; having likewise sweet and pleasant springs."

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LAMB'S MAP OF BOSTON ACCORDING TO THE BOOK OF POSSESSIONS.

By order of the General Court, on April 1, 1634, it was ordered that a survey of the houses and lands of every inhabitant in every town should be made, and a transcript sent to the court within six months. It is possible that the Book of Possessions was compiled according to this order, for on a slip of paper in the library of the Mass. Hist. Society is the following testimony of Isa Addington: "These may Certify whom it may Concern, That when I came first into the office of Clerk of the Court of Suffolk in the year 1672 I there found a Book Entitled on the Cover Possessions of the Inhabitants of Boston, which I many times lookt into and extracted several things out of it at the desire of particular persons, but alwaies was in doubt of the validity of it as a Record. And it remained in the office at the time when I was dismissed

Isa Addington."

Succeeding generations, however, have placed a higher value on this book, and it is now recognized as the foundation of the title of most of the real estate of the old portion of the city. The volume itself, now in the custody of the city clerk, was evidently prepared on a plan of giving a half page to each person, and of entering under his name a list of his lands. The city of Boston has made a transcript of this work and published it for free distribution. Mr. George Lamb has recently made a map of the location of the lots of the owners mentioned in the Book of Possessions, undertaking to mark thereon the outlines of the several estates, with the names of the owners of the lots. The size of the map is 9 ft. 4 in. by 5 ft. 4 in., and is divided into nine sections. This map was purchased by the Trustees of the Public Library, and copies distributed to conveyancers and antiquarians for corrections and additions. Much yet remains to be done, and it will be the work of years of research before its correctness will be attainable, even if at all. In our reduced form of Lamb's map, it is impossible to give the names of the owners of the lots as Lamb has done, or to give his boundary lines, which are purely imaginary. The lots are accordingly indicated by numbers in each section of the map, and by comparing the number with the text the name of the owner of each lot may be ascertained.

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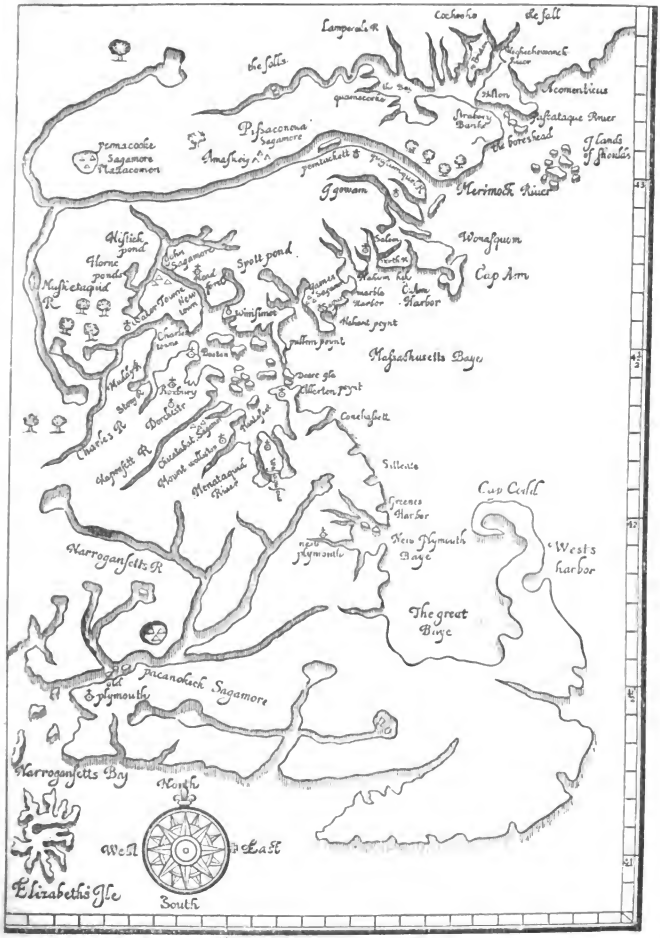

WOOD'S MAP OF NEW ENGLAND, 1634.

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C.

1. William Colborn
2. Edward Belcher
3. William Talmage
4. Thomas Snow
5. Robert Walker
6. William Briscoe
7. Cotton Flack
8. Jacob Eliot
9. William Talmage
10. Robert Walker
11. John Cramwell
12. Ralph Roote
13, 14. Wm. Salter
15. Rich'd Croychley
16. Richard Parker
17. Mr. Roe
18. William Colborn

E.

1. John Cogan
3. James Pen
4. Robert Turner
5. Thomas Millard
6. Richard Truesdale
7. Nathaniel Eaton
8. Zacchens Bosworth
9. Jane Parker
10. Nat. Chappell *et al*
11. Richard Pepys
12. Thomas Millard
13. William Wilson
14. Richard Parker
15. John Raggles
16. Edmund Dennis
17. Zacch's Bosworth
18. Richard Sherman
19. Wm. Beamsley
20. Robert Wing
21. Francis Lyle
22. James Johnson
23. Thomas Clarke
24. Thomas Buttolph
25. Richard Cooke
a. John Biggs
b. Valentine Hill

F.

A. John Cogan
B. Barying-ground
1. Thomas Scottow
C. Rich'd Hutchinson
2. Gov'r Winthrop
3. Atherton Hough
4. Robert Reynolds
5. John Stevenson
6. Nathaniel Bishop
7. Nicholas Parker
8. James Penn
9. John Kendrick
10. William Dinsdale
11. Robert Rice
12. William Pell
13. John Spoore
14. Rich'd Fairbanks
15. Richard Gridley
16. Wm. Davies, Sr.
17. John Harrison
18. Richard Gridley
19. Nicholas Baxter
20. Edward Brown
21. Matthew Iyons
22. Wm. Leatherland
23. William Teft
24. Thomas Munt
25. Jonathan Negoos
26. Thomas Foster
27. Richard Tuttle
28. Benjamin Gillam
29. Robert Turner
30. William Deming
31. Capt. Rob't Keayne
32. Robert Scott
33. Mauditt Engles
34. Benjamin Negoos
35. Gamaliel Waite
36. Thomas Oliver
37. Robert Scott
38. John Palmer, Sr
39. Amos Richardson
40. Wm. Hudson, Sr
41. George Griggs
42. Wm. Blantaine
43. Thomas Bell
44. Richard Hollick
45. Gamaliel Waite
46. Rich'd Woodhouse
47. John Viall
18. The Pond

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49. Edw'd Fletcher
50. Richard Waite
51. Charity White
52. Francis East
53. Nathaniel Eaton
54. Richard Hogg
55. John Marshall
56. Nath'l Woodward
57. John Palmer, Jr
58. Elizabeth Purton
59. Job Judkins
60. Robert Hull
61. John Hurd
62. Wm. Blantaine
63. Thomas Wheeler
64. Atherton Hough
65. Francis Lyle
66. Thomas Millard
67. Thomas Grubb
68. Wm. Aspinwall
69. Ephraim Pope
70. Edmund Dennis
71. Edmund Jacklin
72. Wm. Townsend
73. Jane Parker
74. Richard Sherman
75. Daniel Maud
76. Richard Cooke
77. Rich'd Fairbanks
78. Zach. Bosworth
79. John Synderland
80. Richard Cooke
81. John Lugg
82. Arthur Perry
83. Robert Blott
84. Mr. Flint
85. Anthony Harker
86. Mr. Flint
87. Thomas Clarke
88. Ralph Mason
89. Robert Wing
90. Henry Webb
91. George Burden
92. James Johnson
93. John Leverett
94. Wm. Chamberlain
95. Richard Carter
96. Jacob Leger
97. Rob't Woodward
98. Jacob Leger
99. Thomas Fowle
100. Walter Sinet
101. John Odlin
102. —— Cole
103. Griffith Bowen
104. Garrett Bourne
105. Edwd. Rainsford
106. David Offley
107. Owen Rowe
108. John Pelton
109. The Marsh
d. Wm. Colborne

G.

1. Sampson Shore
2. John Hill
3. David Sellick
4. John Mylom
5. Wm. Werdall
6. Valentine Hill
7. John Oliver
8. John Knight
9. John Pierce
10. Thomas Marshall
11. The Bridge
12. Thomas Hawkins
13. John Button
14. John Davies
15. Gabriel Fish
16. Valentine Hill
18. John Lowe
19. Rich'd Bellingham
20. Henry Symons
21. John Hill
22. James Everill
23. Edmund Dennis
24. John Button
25. Nicholas Willis
26. Thomas Painter
27. George Barrell
28. Thos. Makepeace
29. Anne Hunne
30. George Bates
31. George Burden
32. Francis Dowse
33. Jeremy Houchin
34. Sarah Knight
35. Samuel Greames
36. Wm. Hudson, Jr
37. John Glover
38. George Burden
39. Hugh Gunnison
40. Capt. Wm. Tyng
41. Rich'd Bellingham
42. Chris'r Stanley
43. Thomas Buttolph
44. Valentine Hill
45. Henry Dunster
46. Thomas Hawkins
47. John Biggs
48. James Brown

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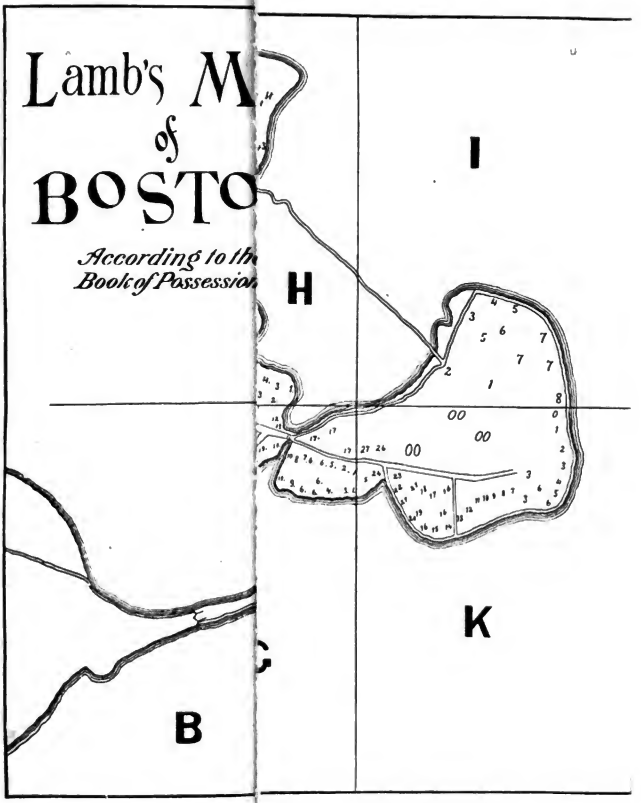

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49. Alexander Beck
50. Joshua Scottow
51. Benj. Thwing
52. Wm. Wilson
53. Dinely heirs
54. Richard Tapping
55. Prison lot
56. Richard Parker
57. John Leverett
58. Rich'd Truesdale
59. Valentine Hill
60. Meeting House
61. Gen. Sedgwick
62. Ed. Hutchinson
63. Henry Messenger
64. Market Place
65. Wm. Hudson Sr.
66. Wm. Davies Sr.
67. John Winthrop
68. Elder Leverett
69. Robert Scott
70. Robert Scott
71. Henry Webb
72. William Parsons
73. James Davies
74. John Spoore
75. William Hibbens
76. Richard Sherman
77. The Spring Gate
78. Deacon Oliver
79. Rich'd Fairbanks
80. William Corser
81. Maj. Keayne
82. Mary Hudson
83. Henry Webb
84. John Cogan
85. Rev. John Wilson
86. Anth'y Stoddard
87. Valentine Hill
88. Wm. Davies Jr.
89. William Pierce
90. David Sellick
91. James Oliver
92. Edward Tyng
93. Valentine Hill
94. Isaac Grosse
95. Edward Bendall
96. George Foxcroft
97. Robert Nash
98. Wm. Franklin
99. Maj. Gibbons
100. William Corser
f. Val. Hill's bridge
g. Bend on Battery-march Street
101. Nat'l Woodward
102. Ed. Hutchinson
103. Benjamin Ward
104. Benjamin Gillom
105. John Compton
106. The Fort
107. Wm. Hibbins

[There are no owners assigned to G. 17 on Lamb's map.]

H.

1. James Johnson
2. John Smith
3. Maj. Edw. Gibbons
4. Robert Nash
5. Henry Pease
6. John Leverett *et al*
7. Nathaniel Chappel
8. John Cole
9. John Mellows
10. Edmund Jackson
11. Jeremy Houtchin
12. Edward Bendall
13. Rev. John Cotton
14. Daniel Maud
15. Rich'd Bellingham
16. Valentine Hill
17. Robert Meeres
18. Robert Howen
19. Anne Hunne
20. Henry Fane
21. John Newgate
22. Jeremy Houtchin
23. Mr. Stoughton
24. James Johnson
25. Thomas Hawkins
26. William Kirkby
27. James Hawkins
28. Richard Parker
29. Richard Sanford
30. Robert Meers
31. Henry Pease
32. Alexander Beck
33. George Burden
34. David Sellick
35. Edmund Jackson
36. Robert Meers
37. Robert Turner
38. William Davies
39. John Biggs
40. James Pen
41. John Mellowes
42. Rich'd Fairbanks

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43. Henry Pease
44. Thomas Oliver
45. Richard Carter
46. James Brown
47. Alexander Beck
48. Isaac Addington
49. Thomas Clarke
50. Edward Gibbons
51. Thomas Mnnt

I.

1. Chris'r Stanley
2. Thos. Buttolph
3. William Copp
4. John Button
5. John Shaw
6. Windmill lot
7. Valentine Hill
8. Nicholas Parker

K.

00. Chris'r Stanley
0. Nicholas Parker
1. Thomas Buttolph
2. Edward Goodwin
3. John Sweet
4. Isaac Grosse
5. John Seabury
6. Walter Merry
7. Isaac Grosse
8. Wm. Beasley
9. Anne Tuttle
10. Nehemiah Bourne
11. Capt. Hawkins
12. Edward Bendall
13. Thomas Savage
14. Edmund Grosse
15. Samuel Cole
16. Isaac Cullimer
17. Thomas Joy
18. Richard Rawlins
19. Thomas Clarke
20. Thomas Joy
21. Isaac Cullimer
22. Bart. Passmore
23. Francis Hudson
24. John Gallop
25. Matthew Chaffie
26. Wm. Hudson Sr.
27. Thomas Meekins

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THE BONNER MAP.

This map was drawn by Captain John Bonner, and engraved and printed by Francis Dewing in 1722, and is the oldest map of Boston in existance, showing the streets and prominent places. The original from which this was copied is preserved in the archives of the Massachusetts Historical Society. The size of the plate was about 2 feet by 17½ inches, and was afterwards published by William Price, with additions and emendations, in 1733, 1743 and 1769, and possibly in other years, as the date of the map was sometimes put upon it with writing-ink. This map was the basis of all other plans of the town for many years. William Price, who was interested in the sale of the map, had a shop "against ye Town House." He died in 1772, aged 87. There is a tablet to his memory in King Chapel burying ground.

List of the names of the prominent Places and Streets of Boston as shown on the Bonner Map of 1722, and their present names and location in 1882.

NAMES ON BONNER MAP, 1722.	PRESENT NAME, 1882.	LOCATION
Ann Street,	North,	Union to Cross.
Back Street,	Salem,	Blackstone to Prince.
Barton's Point, formerly Blackstone's,		Foot of Leverett Street.
Battery Alley,	Battery Street,	Hanover to Commercial.
Batterymarch St.,	Broad & Parelase,	Milk to Oliver.
Beacon Street,	Beacon,	Tremont to State House.
Beech Street,	Beach,	Washington to Harrison Av
Beer Lane,	Parmenter Street,	Hanover to Salem.
Belcher's Lane,	Purchase Street,	Summer to Oliver.
Bell Alley,	Prince Street,	Hanover to North Square.
Bennett Street,	No. Bennett St.,	Salem to Hanover.
Bishop's Alley,	Hawley Street,	Summer to Milk.
Blind Lane,	Bedford Street,	Summer to Kingston.
Bowling Green,		Space between Cambridge, Pitts, Sudbury and Merrimac Streets.
Brattle Street,	Franklin Ave. and	Brattle Squ. and St. (east)
Cambridge Street,	Cambridge and part of Court,	Sudbury to Anderson.
Charter Street,	Charter,	Hanover to Commercial.
Church Square,	Cornhill Court,	Rear of Joy (now Rogers) Building.
Clark's Square,	North Square,	
Cold Lane,	Portland Street,	Sudbury to Haymarket Sq.

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Common Street,	Tremont,	School to Boylston.
Cooper's Alley,	Kilby Street,	Milk to Water.
Cornhill,	Washington St.,	School to Dock Square.
Corn Market,		South side of Faneuil Hall.
Cow Lane,	High Street,	Summer St. to Fort Hill Sq
Crab Lane,	Batterymarch St.,	Liberty Sq. to Broad St.
Crooked Alley,	Federal St.,	High to Purchase.
Crooked Lane,	Devonshire St.,	State to Dock Square.
Cross Street,	Cross,	North to Endicott.
Davies Lane,	Beacon St.,	State House to Walnut St.
Dock Square,	Dock Square,	Place around Town Dock.
Essex Street,	Essex,	Washington to South.
Flounder Lane,	Atlantic Avenue,	Summer to Congress Sts.
Ferry Way,	Commercial St.,	Prince to Charter.
Fish Street.	North,	Cross to Fleet.
Fleet Street,	Fleet,	Hanover to North.
Frog Lane,	Boylston Street,	Washington to Charles.
Gallop's Alley,	Board Street,	Hanover to North.
Garden Court,	Garden Court St.,	Fleet to North.
Gibbs' Lane,	Oliver Street,	High to Purchase.
Gray's Lane,	Congress Street,	High to Purchase.
Girdley Lane,	Girdley Street,	High to Purchase.
Hanover Street,	Hanover,	Court to Blackstone.
Half Square Court,	Congress Square,	State to Devonshire St.
Hillers' Lane,	Brattle Street,	Court to Brattle Square.
Hogg Alley,	Avery Street,	Washington to Tremont.
Hudson's Point,	Gas Co.'s Wharf,	Foot of Charter Street.
Hull Street,	Hull,	Snowhill to Salem.
King Street,	State,	Washington to Long Wharf
Leverett's Lane,	Congress Street,	State to Water.
Long Lane,	Federal Street,	High to Milk.
Love Lane,	Tileston Street,	North to Salem.
Lynn Street,	Commercial,	Charter to Battery.
Mackerel Lane,	Kilby Street,	State to Milk.
Marlborough St.,	Washington.	Summer to School.
Merchant's Row,	Merchant's Row,	State St. to Faneuil Hall Sq
Middle Street,	Hanover,	Blackstone to Bennett.
Milk Street,	Milk,	Washington to Broad.
Mill Creek,	Blackstone St.,	North St. to Haymarket Sq.
Moon Street,	Moon,	North to Fleet.

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Newbery Street,	Washington,	Beach to Summer.
North Battery,	Battery Wharf,	E. Boston to North Ferry.
Old Way,	Path from Cross	to Snowhill St., now closed.
Oliver Street,	Oliver,	Milk St. to Fort Hill Sq.
Orange Street,	Washington,	Essex to Dover.
Pierce's Alley,	Change Avenue,	State St. to Faneuil Hall Sq.
Pond Street,	Bedford,	Washington to Kingston.
Prince Street,	Prince,	Hanover to Commercial.
Pudding Lane,	Devonshire St.,	State to Water.
Queen Street,	Court,	Washington to Hanover.
Rainsford Lane,	Harrison Ave.,	Essex St. to Beach.
Salem Street,	Salem,	Prince to Charter.
Salutation Alley,	Salutation St.,	Hanover to Commercial.
School Street,	School,	Washington to Tremont.
Sea Street,	Federal,	Summer to East.
Ship Street,	Commercial,	Fleet to Battery Wharf.
Short Street,	Kingston,	Bedford to Essex.
Shrimpton Street,	Exchange,	State St., to Dock Sq.
Sliding Alley,	Foster Street,	Charter to Commercial.
Snow Hill Street,	Snowhill,	Prince to Kneeland.
South Street,	South,	Summer to East.
South Battery,	Rowe's Wharf,	Foot of Broad Street.
Spring Lane,	Spring Lane,	Washington to Devonshire.
Sudbury Street,	Sudbury,	Hanover St. to Haymarket Square.
Summer Street,	Summer,	Washington to Federal.
Sun Court,	Sun Court St.,	Fleet to North.
Tanner's Lane,	Congress St.,	Water to Milk.
Tilley's Lane, (closed up,)		Purchase to High.
Treamount Street,	Tremont,	Beacon to Hanover.
Turnagain Alley,	Temple Place,	West half to Tremont.
Union Street,	Union,	Dock Sq. to Haymarket Sq.
Water Street,	Water,	Washington to Congress.
West Street,	West,	Washington to Tremont.
White Bread Alley,	Harris Street,	Hanover to North.
Winter Street,	Winter,	Washington to Tremont.
Wood Lane,	Richmond St.,	Hanover to Commercial.
Wind Mill Point,		Cor. East and Federal Sts.

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THE MASSACHUSETTS CHARTER.

We herewith give a reproduction of the charter as at present displayed on the walls of the Secretary's Office at the State House. It is on rollers, and in our engraving is greatly reduced in size.

The Royal Charter guaranteed to the Massachusetts Company, their heirs and assigns, a certain parcel of land in Massachusetts Bay in New England, extending from three miles south of Charles river to three miles north of the Merrimac river, and in breadth from the Atlantic to the South Seas. It also gave the company power to make laws and elect officers for disposing and ordering the general business of the plantation and the government of the people. These were extraordinary privileges for those times, and made the colonists very independent. They were subjects to the crown in name, but were in reality masters of their own public affairs, and the government of the colony was but little different from that of the State to-day. Under the Charter they were prohibited from making laws that should be repugnant to the laws of England. It was reported in England that the power of government contained in the Charter was abused. Commissioners were sent to Massachusetts to investigate matters. They reported that Quakers, Episcopalians and Baptists were persecuted; that the laws of England regulating trade were entirely disregarded, and that no laws were of force in Massachusetts until confirmed by the Colonial Legislature; that the lives of the Commissioners were in danger,—that they were insulted and obliged to leave the country in disgrace. A writ of *Quo Warranto* was issued, and thus ended the first Charter of Massachusetts, Oct. 23, 1684.

The powers of government contained in this instrument have been differently interpreted, and the primary cause of the dissentions between England and her American colonies, during the whole period of the existance of those relations, was the debatable ground between her imperial and their municipal rights. Alternate inroads on either side were kept up, which naturally ended by bringing into collision the forces of each people, and involving them at length in an implacable war, which commenced at Lexington and ended at Yorktown.

A duplicate of this Charter was sent over, in 1629, to Governor Endicott at Salem, and is now in the Salem Athenæum.

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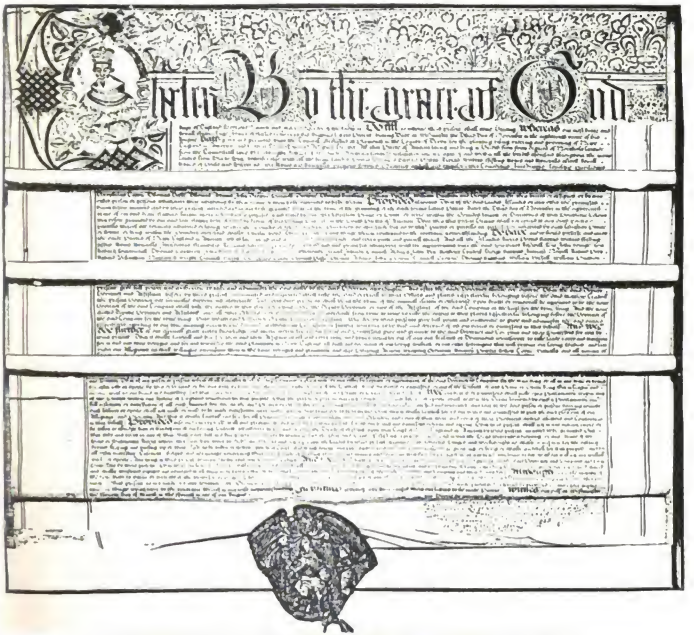

FAC-SIMILES OF THE FIRST MASSACHUSETTS CHARTER.

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THE HUTCHINSON HOUSE.

The picture of the stately mansion here given is a correct representation of the Hutchinson House in the North Square. It was prominent as the house attacked by the mob in 1765, and was taken down fifty years ago—1834. It served as the residence of the Hutchinson family, viz. Col. Thomas Hutchinson and his son Governor Hutchinson from the year 1711 to 1774, when the latter left for England, where he died 1780—The house was built by Col. John Foster, in the latter part of the seventeenth century, a gentleman who was born at Ayelsboro, in Buckinghamshire, England and came to Boston as early as 1675, where he became a rich merchant and resided on Charter Street, at the corner of what is now called Foster Street, formerly a lane leading from his house to his wharf on Commercial Street. He was very active in the Andros troubles, was a member of the Provincial Council and Judge of the Common Pleas Court, from 1693 to 1711. Hutchinson says most of the public documents of that period were in his handwriting. Many of the principal citizens of the north part of the town became connected with his family in various ways and a slight account of his connections is requisite to understand the history of this house in question. Colonel Foster purchased of Richard Wharton in 1686 a piece of ground on the N. W. side of the North Square, where he erected the house here represented and where he resided until his death in 1711—he died intestate, he married previous to 1677, his first wife being the daughter of Daniel Turell, a prominent landholder of that day, being the grantor to the town of Boston of the land ever since occupied as the Cemetry of Copps Hill. The second wife of Col. Foster was the daughter of Capt. John Hawkins, whom Gov. Winthrop mentions as being lost on the coast of Spain, in a shipwreck in 1648. Capt. Hawkin's second daughter became the second wife of Col. Elisha Hutchinson, grandson of the celebrated Ann Hutchinson, and had no children. Col. Foster died intestate in 1711, and his large property was divided into three parts, ⅓ to the widow, and ⅓ to each of his daughters. Mrs. Foster died two months after her husband, leaving by will the bulk of her estate, including this house to her nephew Col. Thomas Hutchinson, the father of the Governor who occupied it, (the two father and son) occupying it more than sixty years.

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Col. Thomas Hutchinson was a descendant of William Hutchinson and his famous wife, "that woman of ready wit and bold spirit," more than a match for her reverend and magisterial inquisitors. He was a wealthy merchant and councillor, who made his native town a sharer in his prosperity by founding the North End Grammar School. His son, the future governor, was born in this house, which, upon the death of his father in 1739, became his, and here he remained while in office, the only one of the provincial Governors who did not inhabit the Province House, alleging that he had a better house of his own, an assertion amply justified, if we can believe Lydia Maria Child's account of it, who describes the mansion in the "Rebels" as follows: "The house was of brick, painted a neutral tint, and was ornamented in front with four Corinthian pilasters. One of the capitals of these is now in the Mass. Historical Library. The Crown of Britian surmounted each window. The hall entrance displayed a spacious arch from the roof of which a dimly lighted lamp gave a rich twilight view. The finely carved and gilded arch in massive magnificence was most tastefully ornamented with busts and statues. The light streamed full on the soul-beaming countenance of Cicero, and playfully flickered on the brow of Tullioha. The panelling of the parlor was of the dark, richly shaded mahogany of St. Domingo, and ornamented with the same elaborate skill as the hall just quitted. The busts of George III. and his young queen were placed in front of a splendid mirror with bronze lamps on each side covered with beautiful transparencies, one representing the destruction of the Spanish Armada, the other giving a fine view of a fleet of line of battle ships, drawn up before the Rock of Gibraltar. On either side of the room were arches surmounted with the arms of England. The library was hung with tapestry, representing the coronation of George II., interspersed with the royal arms. The portraits of Anne and the Georges, hung in massive frames of antique splendor, and the crowded shelves were surmounted with busts of the house of Stuart. In the centre of the apartment stood a table of polished oak. The garden of the old mansion extended back to Hanover and to Fleet streets.

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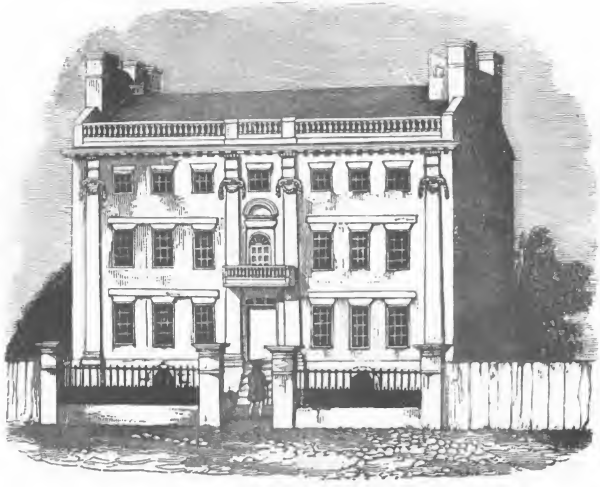

HUTCHINSON HOUSE.

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Here Lieut.-Governor Hutchinson surrounded himself with his books and works of art; here he collected precious manuscripts and compiled his interesting History; and here, on the night of the 26th of August, 1765, he was sought by an infuriated mob, and would have been assassinated but for his daughter's devotion. His house was sacked and his rich furniture of all kinds destroyed, and his priceless manuscripts scattered to the winds. It is impossible to estimate the great loss this was to the history of the country. A few years more of contention, and this courtly representative of an ancient and honorable family, this sincere lover of his country, this patient student of her history, this skillful man of affairs, this persuasive speaker, this upright and merciful judge, once so beloved, unable to discern or unwilling to adopt the course of the revolutionists, hindered perhaps by his great possessions, preferring to remain on the side that represented law and authority, and so drew upon himself the wrath of his fellow townsmen, fled from his native country and died a broken-hearted exile, looking fondly back to his birth-place in sunny Garden Court street. After Hutchinson's departure, the estate was confiscated, and like other confiscated property to which the title was not considered good, it was sold for a mere song to Mr. William Little, a respectable merchant, whose family remained there till its downfall. General John P. Boyd, a brother of Mrs. Little's, lived in this house for some years. He was a soldier of fortune who, early in life, had served the native East India princes with a force raised by himself, and brought home his pay in the concrete form of a cargo of saltpetre, as tradition reported, and later in life distinguished himself in the War of 1812, and was naval officer of Boston in 1830.

This engraving was reproduced from the American Magazine for February, 1836.

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THE FRANKLAND HOUSE.

This House, formerly known as the Clark House, and, during the later years of its existence, as the Frankland House, from Sir Henry Frankland who was once its owner, was situated in North Square, on the corner of Garden Court and Prince street. The Clark-Frankland House was a monument of human pride. In all colonial Boston there was not its peer, and it was without doubt built to outvie that of Hutchinson, Clark's wealthy next-door neighbor. Fenimore Cooper, the novelest, visited the Frankland House and examined it minutely before he wrote "Lionel Lincoln," in which the house is described as the residence of Mrs. Lechmere and located on Tremont street.

It was a well-proportioned house, built of brick, of three stories in height, looking down upon its two-storied neighbor, *an intentional oversight*, with a gambrel roof crowned by a balustrade. The front was relieved by a row of dormer windows, by a modillioned cornice, by string courses between each story, and by the richly carved pediment and pilasters of the door-way. Passing through the door, you entered a hall of hospitable width, running from front to rear, spanned by an arch midway. The front hall, lighted by windows on either side of the door, gave access to the front parlors; the rear hall, leading to the sitting-room and kitchen, was lighted by a tall arched window over the stairs.

The hall with its balustraded stair-case, the parlors and chambers with their panelled walls, their deep window-seats, their chimney-pieces flanked by arched and pilastered alcoves—all were in just proportion and with the classic details handed down from the days of good Queen Anne or Dutch William. So far, the house, within and without, was only a fine specimen of the mansions of wealthy citizens of the provincial period in and around Boston. The feature which distinguished it from its neighbors was the rich, elaborate and peculiar decoration of the north parlor on the right of the entrance hall. Opposite the door was the ample fire-place with its classic mantelpiece, a basket of flowers and scroll-work in relief upon its frieze. On the right of the chimney piece was an arched alcove, lighted by a narrow window; on the left an arched buffet with a vaulted ceiling. The other three walls were divided into compartments by fluted pilasters of the Corinthian order, which supported the entablatures with its dentilled cornice. The flutings and capitals of the pilasters, the

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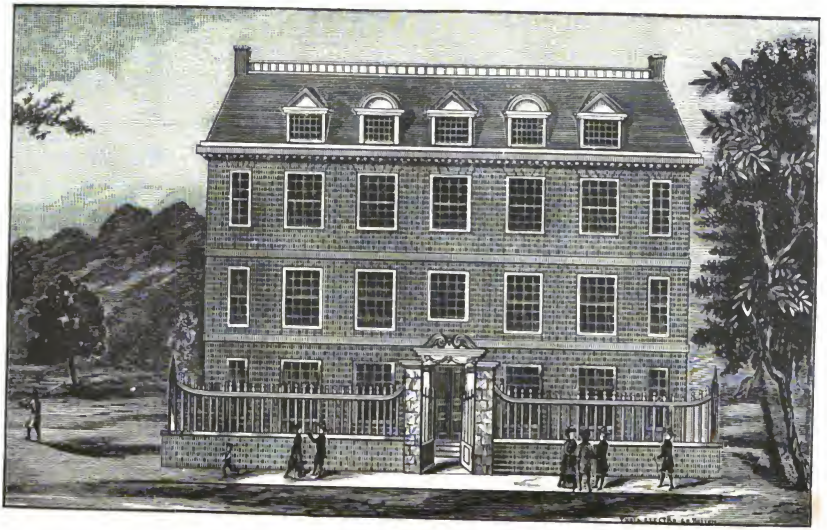

CLARK-FRANKLAND HOUSE.

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dentils of the cornice, the vault and shelves of the buffet, were all heavily gilded. So far, as before mentioned, it was only a rich example of the prevalent style.

The peculiar decoration consisted of a series of raised panels filling these compartments, reaching from the surbase to the frieze, eleven in all, each embellished with a romantic landscape painted in oil colors, the four panels opposite the windows being further enriched by the emblazoned escutcheons of the Clarks, the Saltonstalls, and other allied families. Beneath the surbase, the panels, as also those of the door, were covered with arabesques. The twelfth painting was a view of the house upon a horizontal panel over the mantel, from which this engraving was made by the Photo-Electrotype process, and beneath this panel, inscribed in an oval, was the monogram of the builder, W. C. At the base of the gilded and fluted vault of the buffet was a painted dove. The floor was inlaid with divers woods in multiform patterns. In the center, surrounded by a border, emblazoned in proper colors, was the escutcheon of the Clarks, with its three white swans.

The mere enumeration of the details fails to give an idea of the impression made by this painted and gilded parlor, not an inch of whose surface but had been elaborated by painter, gilder, carver or artist, to which the blazoner had added heraldic emblems; so that, as you looked round these walls, the romantic ruins and castles seemed placed there to suggest, if not to portray, the old homes of a long line of ancestors, and the escutcheons above to confirm the suggestion, thereby enhancing the splendor of the present by the feudal dignity of an august past.

The house was erected by the Hon. William Clark, Esq., a wealthy merchant and councillor. It is supposed to have been built about 1712–1715, for the land was purchased of Ann Hobby, widow, and several other heirs, December 10, 1711, for £725 current money. If so, Councillor Clark lived many years to enjoy the sumptuousness of his new house and the envy of his neighbors. His death, in 1742, was attributed by some to the loss of forty sail of vessels in the French war. After his death the estate was conveyed to his son-in-law, Deacon Thomas Greenough, for £1,400, old tenor, and was by him sold to Sir Charles Henry Frankland, Bart., for £1,200 sterling. Sir Harry Frankland, as he was familiarly called, heir to an ample fortune, and, what added to his interest here, a descendant in the fourth gener-

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ation from Oliver Cromwell, came to this country in 1741, as Collector of the port of Boston, preferring that office to the Governorship of Massachusetts, the alternative offered him by George II. Upon an official visit to Marblehead, he was struck by the radiant beauty of a young girl of sixteen, maid-of-all-work at the village inn, bare-legged, scrubbing the floor; inquired her name, and, upon a subsequent visit, with the consent of her parents, conveyed her to Boston and placed her at the best school. The attachment he conceived for her appears to have been returned, though Sir Charles did not offer her marriage. The connection between this high official and his fair protege causing scandal, Frankland purchased some 500 acres of land in Hopkinton, which he laid out and cultivated with taste, built a stately country-house and extensive farm buildings, and there entertained all the gay companions he could collect with deer and fox hunts without, with music and feasting within doors, duly attending the church of his neighbor, the Rev. Roger Price, late of King's Chapel, Boston, of which Frankland had been, from his arrival, a member. Called to England by the death of his uncle, whose title he inherited as fourth baronet, he journeyed to Lisbon, and there, upon All-Saints Day, 1755, on his way to high mass, he was engulfed by the earthquake, his horses killed, and he would have perished miserably but for his discovery and rescue by the devoted Agnes. Grateful and penitent, he led her to the altar, and poor Agnes Surriage, the barefooted maid-of-all-work of the inn at Marblehead, was translated into Lady Agnes Frankland.

It was upon Sir Harry Frankland's return from Europe in 1756 that he became the owner of the Clark House, lived in it one short year, entertaining continually, with the assistance of his French cook, Thomas, as appears by frequent entries in his journal; was then transferred to Lisbon as Consul General, and so, with the exception of brief visits to this country in 1759 and 1763, disappearing from our horizon.

After his death at Bath, England, in 1768, his widow returned here, but not until she had recorded her husband's virtues upon a monument "erected by his affectionate widow, Agnes, Lady Frankland,"—dividing her year between Boston and Hopkinton, exchanging civilities with those who had once rejected her, till the contest with England rendered all loyalists and officials unpopular. Defended by a guard of six soldiers, Lady Frankland entered

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Boston about the first of June, 1775; witnessed from her window in Garden Court street the battle of Bunker Hill, took her part in relieving the sufferings of the wounded officers, and then in her turn disappeared, leaving her estates in the hands of members of her family, thereby saving them from confiscation, which was the fate of her neighbor Hutchinson. Upon her death in England in 1782 the town mansion passed by her will to her family, and was sold by Isaac Surriage in 1811 for $8000 to Mr. Joshua Ellis, a retired North End merchant, who resided there till his death. Upon the widening of Bell Alley, in 1832, these two proud mansions (the Frankland and Hutchinson houses) long since deserted by the families whose importance they were erected to illustrate and perpetuate, objects of interest to the poet, the artist, and the historian, alike for their associations with a seemingly remote past, their antique splendor, and for the series of strange romantic incidents in the lives of their successive occupants, were ruthlessly swept away.

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DALTON MANSION.

In 1756, Captain James Dalton purchased an estate in Boston lying between Water and Milk streets. At the time of the purchase the land was occupied by a tan-yard, garden, dwelling houses and other structures. These buildings were pulled down.

In 1758, Captain Dalton built upon the property a Mansion House, which was occupied by himself and his family during his life, and afterwards by his son, Peter Roe Dalton, during his life. The house was three stories high, 46 feet long and 20 feet wide; the back wall of brick, the front and sides of framed timber and rough-cast; the roof sloping towards the front and ends, but without slope toward the rear, where it was supported by the brick wall. The front was towards the eastward.

Soon after its completion, a new street (now Congress street) was ordered by a committee of the General Court to be laid out through the estate, running from Water to Milk streets. This was owing to the rebuilding of that part of the town after the "great fire" of 1760. The projected street was partly a re-establishment of the old "Leverett's Lane," which ran from King street (now State) to about the middle of Water street, and which was then ordered to be continued through the intervening land from Water street southwardly to Milk street. The new portion of the street was to pass through Capt. Dalton's land, east of his dwelling-house, in such a manner as to divide it very unequally.

In 1761, Capt. Dalton addressed a memorial to the General Court, setting forth the facts and praying that the location of the new street, between Water and Milk streets, might be moved farther to the westward in his estate and to join Milk street opposite Atkinson (now Congress), and furthermore agreed with the Town Treasurer to require no compensation for his land taken for the new street, and also with Frances Borland, an abuttor, to pay him any loss he might suffer by the alteration if the change was made. The street was laid out as proposed by Capt. Dalton, and was at first known as "New street," afterwards called "Dalton's Lane," and finally "Dalton street," until 1800, when the name was changed to "Congress street."

The estate is now owned by the United States, and is covered by the New Post Office and Court House.

Capt. Dalton, in his early life, was a seafaring man. He commanded vessels sailing between Boston and London and other

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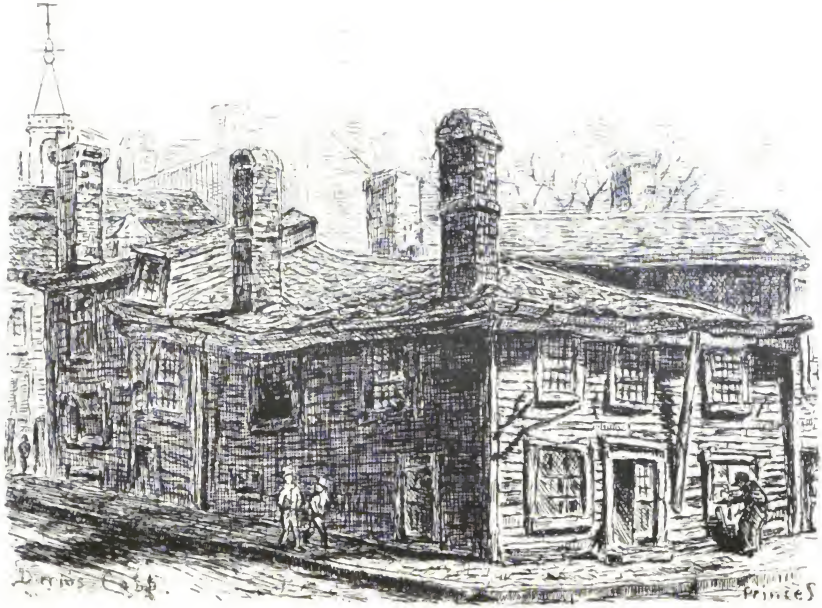

OLD HOUSE IN PRINCE STREET.

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foreign ports, and subsequently engaged in mercantile and shipping business, trading to Southen ports, West Indias, Europe and the British Provinces, and sending his sons as supercargoes in his ships. He died April 21, 1783, aged 65 years, and was succeeded by his son, Peter Roe Dalton, who, during the Revolution, was Deputy Commissary-General of Supplies of Issue in the Continental Service. In 1782, he was appointed by the General Court on the committee for settling the accounts of the Board-of-War, also for adjusting the claims consequent upon the Penobscot expedition in 1779. He was afterwards cashier of the Massachusetts Bank, and subsequently was appointed cashier of the United States Branch Bank in Boston. He occupied the Mansion until his death in 1811, aged 68 years.

OLD HOUSE ON PRINCE STREET.

This old building has no particular historic interest connected with it. We show it here as a specimen of the old buildings yet remaining at the North End. It is reproduced from an etching made by Darius Cobb, who says: "This broken-down piece of antiquity is situated on the corner of Prince and Margaret streets. The spectator will not mistake it for an edifice on the Back Bay. The aristocratic eye of Nature, however, has fashioned it to delight the seeker of picturesque objects. The buildings around here date far back of the Revolution, its rear neighbor claiming the start of a full century. Up on Margaret street 'Marm Shippen' used to put bars across the road to keep her cows from straying out of the pasture (Copp's Hill). A section of the spire of Christ Church is seen in the distance."

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THE OLD FEATHER STORE.

Two views are here presented of the old Feather Store. The first a full page engraving was drawn and engraved by the Photo- Electrotype process, from a painting presented to the Massachusetts Historical Society in 1871, by W. H. Whitmore; who painted the original is not known but its accuracy of outline is unquestioned. There are but few views of this antique structure in existance and the one here given is particularly valuable for the street view and surrounding buildings shown.

The "Old Cocked Hat," or the "Feather Store" as it was more familiarly known stood at the corner formed by North street and Market Square, and bore the date of its erection 1680, plainly upon the gable end facing Dock Square, until the whole structure was demolished in 1860. Its name "Old Cocked Hat" was derived from a fancied resemblance to the cocked hats worn during the war of Independence. Its later name arose from the fact of its long being occupied by dealers in feathers, a bag containing which and inscribed "Feathers" will be seen suspended from one of its windows in the engraving. The building was of wood, covered with plaster on the outside, with which were mixed fragments of glass bottles. Numerous ornamental figures were traced upon this rough surface. On two sides, south and south west, the water once flowed, and in digging not far from here, some years ago to settle a disputed boundary question, the capstan and ring bolt of the old wharf were uncovered within the present sidewalk. The second view of this venerable building is taken from a different point of observation from the first one. The drawing was made a short time before its destruction in 1860, and shows the building as it is most generally remembered by the present generation.

Snow says that the principal apothecary shop of the town was kept here. From the numerous emblematic and other long signs shown in the accompanying full page engraving there is no doubt but what "Thomas Hollis, Druggist and Apothecary," did quite a thriving business.

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SOUTH VIEW OF THE OLD FEATHER STORE.

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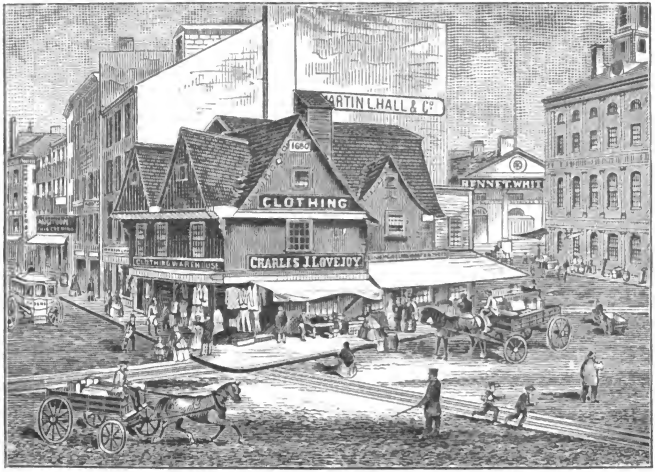

WEST VIEW OF THE OLD FEATHER STORE.

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JULIEN'S RESTORATOR.

The old Julien House stood at the corner of Milk and Congress Streets, on the site of the New Post Office, and must ever remain an object of interest to all gastronomers. It was called "Julien's Restorator," and was the first establishment noticed with this distinctive title; all the rest were taverns or boarding houses.

M. Jean Baptiste Julien was the inventor of that agreeable *potage* "St. Julien Soup." He came to this country as cook to the celebrated Dubuque, who was a refugee from the French Revolution. The old house with its gables, overhanging upper stories, and hugh chimney, was taken down in 1824, and succeeded by Julien, afterward Congress Hall. Its site was once a tan-yard. After M. Julien's death in 1805, his widow succeeded him, keeping the house for ten years. It is supposed to have been built about 1760.

JULIEN'S RESTORATOR.

(Formerly stood at the corner of Milk and Congress Streets, on the site of the new Post Office.)

A peculiar fact in connection with this site is that the buildings that have stood upon it have born a charmed existence in the midst of two of the greatest fires Boston has ever experienced. In

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March, 1760, a fire broke out on Cornhill and burned nearly every building, south of that locality to Long Wharf and Fort Hill. One hundred and seventy-four buildings being destroyed. Julien's Restorator was then occupied by a Mr. Calfe as a dwelling, and all the houses from the one next to it to the foot of Milk street were consumed. In the great fire of November, 1872, the New Post Office stood like a bulwark between the devouring element and the buildings back of it, until the flames had spent their force.

The remains of this noted restaurateur of the town—Monsieur Julien—lie in the Central Burying Ground. The inscription on the stone that marks his resting place reads:

IN MEMORY OF
MR. JOHN B. JULIEN,
WHO DIED JUNE 30TH., 1805.
ÆT. 52.
In hope of that immortal bliss,
To rise and reign where Jesus is,
His flesh in peaceful slumber lies
Till the last trump shall sound, arise!

There are those who think that this famous man lived many years later, undoubtedly, because the widow carried on the business after his decease, as was advertised in one of the obituary notices of her husband, and perhaps, because his famous soup is not yet excluded from sumptuous bills of fare on festive occasions.

THE LAMB TAVERN.

The Adams House on Washington street now stands on the site of the famous old hostlery the Lamb Tavern—sometimes styled the White Lamb. The "Lamb" was an unpretentious building of two stories, but of good repute in Old Boston. The sign is noticed as early as 1746. Col. Doty kept at the sign of the Lamb in 1760; Edward Kingman kept it in 1826, after which it was conducted successively by Laban Adams, for whom the house was named, father of "Oliver Optic" (W. T. Adams), and by A. S. Allen. The first stage-coach to Providence, advertised July 20, 1767, by Thomas Sabin, put up at the sign of the Lamb.

The White Horse and the Lion Taverns, well known public resorts, were near neighbors of the Lamb.

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LAMB TAVERN.

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TRIANGULAR WAREHOUSE.

This quaint looking structure stood near the town dock, its site now being occupied by the building at the head of North Market Street, with a moiety in Merchants' Row and Clinton Street and was opposite the swing bridge. It measured on the side facing the dock forty-eight feet; on Roebuck passage fifty-one feet, and on the rear fifty-five feet. It was a two story building, with stone foundaton, and had a good cellar. At each angle and in the centre there was a tower, each terminating in a pointed roof of slate, and were capped with a stone ball on iron spires set in lead, except the middle tower, which had a wooden one.

TRIANGULAR WAREHOUSE.

(Formerly stood at the head of North Market Street, between Merchant's Row and Clinton Street.)

The peculiar architecture of the building and the fact that its history was shrouded in doubt led to various suppositions as to the purpose for which it was constructed. Its great strength caused many too think it was built for a fort or a Custom House, but there is no positive evidence of such being the case, and the

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general supposition is that it was built by Long Lane merchants for a warehouse, about 1700. It was torn down in August, 1824, to make way for the improvements then inaugurated in that locality. At one time it was a place of considerable business and latterly the public scales were kept there. The bricks in the building were of larger size than those now used and the foundation stood on a sandy marsh. The engraving here given of the building was reproduced by the Photo-Electrotype Engraving process from Shaw's History of Boston 1817. Snow's History of Boston, published in 1825, contains an engraving of this building, which shows many alterations in the first story, but otherwise is the same.

Drake's History published in 1876, also contains a cut of it but shows the whole building reversed; that is the windows, etc., which are on the right in Shaw's and Snow's are on the left in Drake's. This is probably the fault of the engraver and has led us to give the preference to the works published at or about the time the building was still standing.

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THE OLD STATE HOUSE.

This engraving of the Old State House is one of the best views in existence. It was reproduced from the Mass. Magazine for 1793, and is a view looking down State street from Washington street. What makes it especially valuable is the view it presents of the buildings surrounding it, and the animated appearance of the street, with its numerous vehicles, horsemen and pedestrians, dressed in the costumes of that period.

The Mass. Magazine contained the following description of the engraving at the time of its publication. "The present large and elegant Plate exhibits a superb S. W. view of the State House, with the sketch of several capital buildings improved by merchants of eminence. The busy scenes of life which are daily acting on this populous theatre of general resort, are strongly delineated by the various groups of industrious citizens passing to and fro, on horse back, afoot or in carriages. The shipping, discovered at a distance, whose towering masts appear like a rising forest, has a peculiarly fine effect, and the *tout ensemble* forms the finest view that we have ever offered to our generous patrons."

The smaller reproduction of the Old State House, presented in this collection was published in the Mass. Magazine in 1791, only two years earlier and is virtually the same view, the only difference of moment, being that the larger one embraces more of the surroundings and is fuller in details.

The Old State House stands on the site of the first Townhouse, prior to the building of which it was a market place, the earliest in the town. The Townhouse was erected between 1657 and '59 of wood. It was destroyed in the great fire of 1711. In the following year 1712, a brick edifice was erected on the same spot. This the fire of 1747, consumed and with it many valuable records were lost. The present State House was erected the following year 1748, but it has undergone many interior changes, the exterior however presenting nearly the same appearance as when first erected. From 1750 to 1830 Faneuil Hall was used as a town house, and the first city government was organized there. In 1830 the city government removed to the old State House which was, on Sept. 17, dedicated as the City Hall. After the Revolution it became the place of meeting of the Legislature, and has ever since been called the old State House; the General Court of the Commonwealth was also established here at this time. In

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1798, the legislature moved to the new State House, on Beacon Hill. In 1768 it was used as a barrack for British troops; in 1838 the United States Post Office, and for many years as the Merchants' Exchange. The Convention that ratified the United States Constitution met here before adjourning to the Federal Street church. The Boston Massacre occurred in front of its doors. In it Samuel Adams said "Independence was born." In October 1789, Washington received the homage of the people from a temporary balcony at the west end.

The roof and steeple have undergone material changes, the latter was considerably higher at one time than now. A sun-dial, which formerly adorned the eastern gable has been superseded by a clock; at each end of the edifice were carved figures of the lion and unicorn. In the 17th Century, the whipping post was near by. The news of the death of George II., and the accession of George III., and in 1776, the Declaration of Independence were read from the balcony. During the Stamp Act excitement in 1766 the mob burned stamped clearences in front of the building.

Gens. Howe, Clinton and Gage held a council of war in the building before the battle of Bunker Hill. In 1778 the Count d'Estaing was here received by Gov. Hancock, and here the Constitution of the State was planned. The building has been used for business purposes for many years.

At the present writing (1881) the city, having appropriated $40,000 for the purpose of restoring the structure to its original condition; the work is now in progress.

On the widening of Devonshire street, a few years ago, it was almost decided to destroy this venerable building, but Boston was saved from this act of vandalism chiefly through the efforts of William H. Whitmore. This gentleman also secured the appropriation from the city of $35,000 for the purpose of restoring the building to as near its original condition as it was possible to make it, which he did, even to replacing the lion and unicorn. The second story of the building, which was used in the Provincial period as the Council Chamber and Representatives' Hall, has been reserved from business purposes, and is confided to the custody of the "Bostonian Society," that it may be used for the purpose of a historical museum, where may be deposited such relics of the Colonial and Revolutionary eras as may be entrusted to their care. The halls, while occupied by this society, are to remain open and free to the public.

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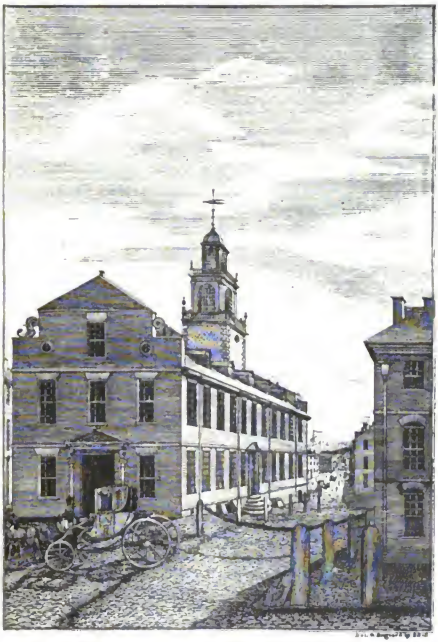

S. W. View of the Old State House.

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THE NEW STATE HOUSE.

Our first view of the New State House is reproduced from Shaw's History of Boston, 1817, and is one of the earliest prints made of the building. The second is from Snow's History of Boston, 1825, and shows clearly the Hancock residence with a portion of the common, the frog pond and Old Elm in the foreground.

The State House, or "the hub of the solar system," stands on the summit of Beacon Hill, the most commanding situation in the city, on a lot which was formerly Gov. Hancock's cow pasture. Near the site of this building stood the old beacon, which gave the name to Beacon Hill. The corner stone was laid in 1795, and the oration was delivered by Gov. Samuel Adams. The customary Masonic ceremonies were conducted by Paul Revere, grand master. The original cost of the building was $133,000, but several expensive additions and improvements have since been made. The south side was added in 1852; and the dome was gilded in 1874, producing a fine effect. It was first occupied in 1798, by the "Great and General Court," when the Old State House was abandoned.

The building is oblong, measuring 173 by 61 feet. Its height, including the dome, 110 feet, and the lantern is about 220 feet above the sea level. The main entrance is reached by a succession of stone terraces from Beacon street. Two fountains and two bronze statues, one of Daniel Webster and the other of Horace Mann, ornament the turfed terrace in front of the building. It contains several statues and many relics, and geological specimens of interest, together with fossils, birds, animals, insects, and shells. For the sake of the view, which is very extensive and gives a good general idea of the topography of the city, visitors to the number of 50,000 per annum climb the 170 steps leading to the cupola that surmounts the gilded dome. The building was designed by Charles Bulfinch who also designed our national capitol.

In the Senate Chamber are portraits of the old Colonial governors: Endicott, Winthrop, Leverett, Bradstreet and Burnett. A fine portrait of Governor Sumner hangs over the President's chair. There are also portraits of Francis Higginson, first minister of Salem, and of Robert Rantoul. On the front of the gallery are some interesting relics of the battle of Bennington, presented by General John Stark. They are a musket, drum, a heavy trooper's sword and grenadier's cap with the curious conical brass plate, on which, as well as the brass plate of the drum, is embossed the

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emblematic horse of the Duchy of Westphalia. Underneath is the letter of acceptance, written by order of the General Assembly, and signed by Jeremiah Powell, President of the Council. Besides these are two old firelocks, bequeathed to the State by Rev. Theodore Parker. One of them has the makers name on the lock-plate, "Grice, 1762," and an inscription on the butt as follows:

"THE FIRST FIRE-ARM
CAPTURED IN THE
WAR FOR INDEPENDENCE."

The other is more antiquated in appearance. It has the donors name on the lock-plate, and an inscription on the breech which reads:

THIS FIRE-ARM WAS USED BY
CAPT. JOHN PARKER
IN THE BATTLE OF LEXINGTON,
APRIL 19th,
1775.

In the Hall of Representatives will be found the ancient cod-fish, suspended from the ceiling—an emblem of the by gone importance of the cod to the state.

In the rotunda of the building there is a fine collection of battle flags carried by Massachusett's soldiers in the late war. A statue of Governor Andrews, who presented most of these flags, stands appropriately near them.

In the lower hall are placed the tablets from the monument formerly on Beacon Hill. The gilt eagle which perched upon the top of the column has found a place over the Speaker's chair, in the Hall of Representatives. A bust of Samuel Adams is fixed to a niche in the wall; and the alcove in which stands the Chantrey statue is flanked by two brass cannon consecrated to the valor of Isaac Davis and John Butterick, two heroes of the battle of Lexington.

On the 26th of August, 1824, Lafayette received the citizens of Boston in the lower hall; and on the next day a second reception was given by the distinguished Frenchman. No greater crowd ever thronged to do homage to any visitor in the halls of the Capitol. On this occasion the national standard was unfurled for the first time from its cupola.

On the occasion of Lafayette's second visit to Boston, in 1825, to assist at the laying of the corner stone of Bunker Hill Monument, he was received by both houses in joint convention in the Hall of Representatives, Ex-Governor Lincoln delivering the address of welcome.

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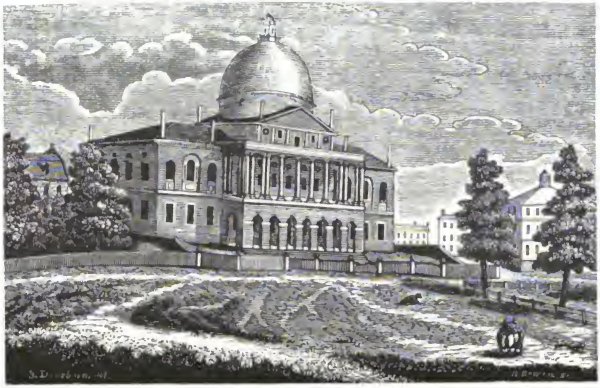

NEW STATE HOUSE.

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FRANKLIN'S BIRTH PLACE.

The quaint looking structure here presented as the birth place of Boston's most distinguished citizen Benjamin Franklin—was reproduced by the Photo-Electrotype Engraving process, from an engraving in Shaw's History of Boston. It stood on the site of the Boston Daily Post building, on Milk Street, until destroyed by fire on December 29, 1810, shortly after a drawing had been secured.

BIRTH PLACE OF FRANKLIN.
(Formerly stood on the site of the Boston Daily Post building on Milk Street.)

Josiah, the father of Benjamin, became a tenant of this building it is thought about 1685, continuing to occupy it until 1712, and, as Benjamin was born on the 6th of January, 1706, and is upon the Old South church records as having received baptism the same day, upon this is founded the claim of the old house as the place of his nativity.

Franklin's own statement, to a person worthy of credit, was that he was born at the south-east corner of Union and Hanover

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Streets, while other evidence goes to contradict it. That his early youth was passed here is certain.

The Hanover-Union Street building was quite small and of two stories, to which a third was added in latter times. It was partially destroyed by fire in 1858, and in the same year the city tore it down in the widening of Union Street. When Hanover Street was widened the old site was partially taken for that. It was the intention of the owner to have removed the Franklin building to another location but it was found impracticable. Two relics of it, however, are preserved. The blue ball, the sign used by his father, as a tallow chandler, is in the possession of the family of the late General Ebenezer W. Stone, of Boston, and a chair, made from the original timbers, was presented to the Mechanic Charitable Association.

The Milk Street building, here represented, fronted upon the street, was rudely clapboarded, and the sides and rear were protected from the weather by large rough shingles. On the street it measured about twenty feet, and on the sides including a kitchen about thirty feet. The fire by which it was destroyed was communicated to it by a livery stable. It was at this time that the Old South meeting house had such a narrow escape from destruction and was saved by the exertions of our late fellow-citizen, Isaac Harris, Esq., for which he received a silver testimonial.

The portrait on the following page was reproduced from a steel engraving, illustrating Poor Richards Proverbs: the portrait and illustration being printed all on one sheet. This portrait is considered to be an excellent likeness of Franklin.

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BENJAMIN FRANKLIN.

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King *GEORGE* the Third,
Crown'd *September* 22d 1761.

THE
New-England
PRIMER
Improved,
For the more easy attaining the true
Reading of English.
To which is added,
The Assembly of Divines,
and Mr. COTTON's
Catechism.

BOSTON: Printed and Sold by
S. ADAMS, in *Queen street.* 1762.

A In ADAM's Fall,
We sinned all.

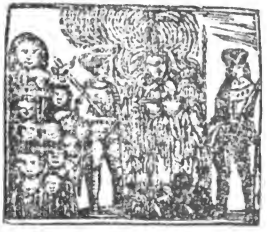
B Heaven to find,
The BIBLE mind.

C CHRIST crucify'd,
For Sinners dy'd.

D The Deluge drown'd
The Earth around.

E ELIJAH hid,
By Ravens fed.

F The Judgment made
Felix afraid.



MR. JOHN ROGERS, Minister of the Gospel in *London*, was the first Martyr in Queen *Mary*'s Reign, and was burnt at *Smithfield*, *February* 14th. 1554. His Wife with nine small Children, and one at her Breast, following him to the Stake: with which sorrowful sight he was not in the least daunted, but with wonderful Patience died courageously for the Gospel of Jesus Christ. *&c.*

FIRST FOUR PAGES OF THE NEW ENGLAND PRIMER.

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THE NEW ENGLAND PRIMER.

The New England Primer is a *very small subject*, only about *three inches square*, yet, small as are its dimensions, it is something that for a century and a half at least exerted no small influence on the creed, the morals, and the institutions of New England. For five or six generations it was an inmate of every household; it was studied in every school, and its teachings, received in earliest childhood, remained as familiar truths when the failing memory of age had let go all else save the Bible. It was sometimes called the "little Bible of New England." No one knows when the first New England Primer was published, or by whom it was compiled, or by what artist it was first "Adorned with cuts." As early as 1691, Benjamin Harris, a printer and bookseller in Boston, advertised it for sale.

A single copy remains of an Indian Primer, compiled by John Eliot, and printed in Cambridge in 1699. This is sixty-eight years older than the first edition of the New England Primer of which any complete copy can be found. The edition of 1762, printed and sold by S. Adams in Queen st., is considered very rare. It contains for the frontispiece a wood cut of "King George the Third," also the rude type-metal cut of "Mr. John Rogers, Minister of the Gospel in London, the first Martyr in Queen Mary's Reign, about to be burnt at Smithfield, his Wife with nine small children and one at her Breast following him to the Stake." These two pages we have reproduced, and also the title page and the first page of alphabetical series of rhymes, and the wood cuts with which they are associated, commencing with

"In Adam's Fall
We sinned all."

In the various editions of the Primer these rhymes were changed, but the first was suffered to remain untouched. Indeed, if "Adam's fall" and its consequences had not been kept in the foreground, the New England Primer would have well-nigh lost its identity.

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FANEUIL HALL.

Our first engraving shown here of Faneuil Hall was reproduced from the Mass. Magazine for 1789. The second one is reproduced from Snow's History of Boston, 1824; on this view a white line exhibits the line of demarcation between the original building and the addition of 1806. Sacredly is the Old Market House, which Otis dedicated to the cause of Liberty in 1763, preserved and treasured. Although much too small for popular gatherings at the present day, its long use for that purpose, and the hallowed associations connected with it, still mark it as the center from which the people of Boston send forth their will.

"The Cradle of Liberty" has been the scene of many and stirring events. Its sacred walls though silent, echo in language imperishable, the sentiments of the voiceless departed. There is not an atom of the plain old structure but what is dear to the hearts of the American people. In every moment of public exigency, it has held within its walls hearts that were true to the grand old principles which have made its name a houshold word.

In 1740, the people again took up the Market-house question. Peter Faneuil then proposed to build at his own expense, on the public ground in Dock Square, a market, and present it to the town, on condition that the town should legally authorize, regulate and maintain it. His munificent proposition was endorsed by a bare majority of *seven* out of seven hundred and twenty-seven votes cast. The building was completed in September, 1742, and three days afterward was formerly accepted by the citizens with a vote of thanks to the donor. Hon. Thomas Cushing, moderator of the meeting was appointed to "wait upon Peter Faneuil, Esq., and in the name of the town to render him their most hearty thanks for so bountiful a gift." The town voted to call the hall Faneuil Hall forever. John Lambert, the painter, was the first architect of Faneuil Hall; Samuel Ruggles was the builder. Originally the building was only intended to be one story, but with characteristic generosity, Mr. Faneuil added another story for a Town Hall. It was forty by one hundred feet in size, just half its present dimensions, and would accommodate one thousand persons. The whole interior was destroyed by fire, January, 13, 1763. The town was aided in re-building by the State, which authorized a lottery with that object. The first meeting after its

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FANEUIL HALL, 1789.

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FANEUIL HALL, 1824.

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rebuilding was held March 14, 1763, James Otis delivering the dedicatory address. In 1806 it was enlarged to its present size a third story being added. The first public oration in the hall was a funeral eulogy delivered in honor of its donor, Peter Faneuil. March 14, 1743, by Master Lovell of the Latin School.

On the repeal of the Stamp Act, Faneuil Hall was illuminated, by a vote of the town. In the winter of 1775–6, the British officers, under General Howe, gave theatrical entertainments there, principally in ridicule of the patriots. The Sunday following the battle of Lexington, there was a meeting of citizens held in the hall to arrange terms with General Gage, on which they might leave the town. The oldest military organization in the United States have their armory in Faneuil Hall. They were formed in 1637, and are now known as the "Ancient and Honorable Artillery Company."

Faneuil Hall has been the scene of many brilliant social as well as other events. In 1778, Count D'Estaing was given there a magnificent entertainment, at which five hundred guests were present. When Lafayette was in Boston, in 1784, the merchants gave him a dinner at Faneuil Hall. At every toast thirteen cannon, typical of the thirteen States probably, were fired in an adjoining square. In the course of the evening a picture of Washington was unveiled, affecting all present most visably. President Jackson, on the occasion of the opening of a new dry dock at Charlestown, in 1833, held a public reception at Faneuil Hall. A grand ball was there given to the Prince de Joinville, in November, 1841. Lord Ashburton, negotiator with Mr. Webster, of the treaty which bears his name, was welcomed to Boston in Faneuil Hall, August 27, 1842, by Mayor Chapman. Upon the opening of the Grand Trunk Railway, the Earl of Elgin, while Governor general of Canada, visited Boston with his staff and received the honor of a grand ball at Faneuil Hall.

The west end of the hall is covered with paintings of notables of the past. Many have been stolen which would now be highly prized. A grasshoper, which still decorates the vane, made by that cunning artificer, Deacon Shem Drowne, was long thought to be the crest of the Faneuils, but the family crest, since found, disprove this. It is in imitation of a similar one in use on the Royal Exchange, in London.

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THE GREEN DRAGON TAVERN.

But a few steps from Hanover street, in that portion of Union street which leads towards the site of the old mill-pond, formerly stood an ancient building of considerable notoriety, known in the olden time as the Green Dragon Tavern, and even until quite recently retaining this distinctive name. It was early a noted landmark, even in the first century of Boston's history; and, as time wore on, it became as famous as any private edifice—if such it could be called, considering the public uses to which it was frequently put—that could be found upon the peninsula.

If its early occupancy and use brought it into notice, so also was new fame added to that which it had already acquired by the patriotic gatherings held within its sombre walls during the darkest days of the American Revolution, when Samuel Adams, James Otis, Joseph Warren, Paul Revere, and other true sons of liberty in their secret councils planned the deliverance of their country from thraldom and the grievous oppressions of Great Britain.

In this noted house Dr. Douglas wrote his famous books, and in it he died. By an agreement of his heirs, made September 27, 1754, and recorded with the Suffolk Records, the old mansion-house fell to Catherine Kerr, and she, a widow, by deed dated March 31, 1764, conveyed it, for the consideration of £466 13*s.* 4*d.*, to Moses Deshon and others, members of St. Andrew's Lodge of Freemasons. Since this date the estate has been in the possession of the Lodge, from whom was obtained this engraving of the old building.

The old tavern stood on the left side of the street, formerly called Green Dragon Lane, now the northerly portion of Union street, leading from Hanover street to the old mill-pond, now filled up and built upon. It was built of brick, and in its latter days was painted of a dingy color. In front it showed only two stories and an attic; but in the rear, from the slope of the land and the peculiar shape of the roof, three stories, with a basement, were perceptible. It covered a piece of land fifty feet in front and thirty-four in depth, and had connected with it a large stable and other outbuildings.

In recent times the lower story was used as the common rooms of a tavern, while in the second, on the street front, was a large hall used for public as well as for Masonic purposes.

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GREEN DRAGON TAVERN.

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The attic story afforded ample accommodations for sleeping apartments. The chimneys were substantially built in the side walls, and were of the usual style found in houses built at the close of the seventeenth century.

The attic windows on the front part of the roof, and the walk railed in on the upper part, added much to the appearance and comfort of the building, which, in its best days, must have been commodious, and comfortably arranged.

In front of the building there projected from the wall an iron crane, upon which was couched a Green Dragon. This peculiar mark of designation was very ancient, perhaps as old as the building itself. It was formed of thick sheet copper, and had a curled tail; and from its mouth projected a fearful looking tongue, the wonder of all the boys who dwelt in the neighborhood. When the building was taken down, this curious relic of the handiwork of the ancient mechanics of the town disappeared, and has never since been found, although most searching inquiries and diligent examinations for it have been made among workmen and in the collections of dealers in old material.

Undoubtedly the famous "Tea Party" of 1773 had its origin within the walls of this old mansion; for it is known that severel of the most active spirits engaged in it were members of the Masonic Lodge that held its meetings there monthly. A Lodge meeting called for November 30, 1773, being St. Andrew's Day, was closed without the transaction of business in consequence of the fewness of the brethren present, and the following words in a distinct hand were entered on the page with the record, "(N. B. Consignees of Tea took up the Brethren's time.)"

The meeting which was to have been held on December 16, the day of the destruction of the tea, was also given up for the same reason.

In October, 1828, as the travel from Charlestown had much increased, and as the filling up of the mill-pond had given room for many buildings, and therefore required the widening of Green Dragon Lane, the old building was taken down by order of the city authorities, and a considerable part of its site taken for the proposed widening; and then passed almost from remembrance the appearance of one of the most noted and interesting land marks of the early days of the town. On its site, and covering the whole estate, a large warehouse has been erected by the Lodge, which is now, in 1882, occupied as a trunk manufactory.

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THE HANCOCK MANSION.

There was no nobler private mansion of the Colonial period in Boston than the Hancock house. The front of the estate embraced from Mt. Vernon street, given to the town by Governor Hancock, to Joy street, formerly Clapboard, and since Belknap street. All of the State House and part of the Reservoir ground, including Hancock avenue, Mt. Vernon Place, and a part of Hancock street, in which was situated his nursery, belonged to the Hancocks. The site of the New State House was Hancock's pasture.

The main building was of hewn stone, stood about twelve feet above the street and fronted the south, commanding a fine view of the Common and surrounding country. A low stone wall protected the ground from the street, on which was placed a wooden fence. A wooden hall, designed for festive occasions, sixty feet in length, was joined to the northern wing; it was afterward removed to Allen street. On the west was the coach house, and adjoining were the stables. On the elevated ground in the rear was a summer house from which opened a capital prospect, West Boston, and the north part of the town, Charlestown, Cambridge, the colleges, the bridges over Charles and Mystic rivers. To the south and west the views were not less enchanting, as they embraced Roxbury, the heights of Dorchester, Brookline, and the rugged Blue Hills of Milton and Braintree. Upon the east, the numerous islands in the harbor, from Castle William to the light house, engaged the eye.

Here in this old mansion Hancock entertained the distinguished men who visited Boston in princely style. Washington, Lafayette, D'Estaing, Brissot, and others, not less noted, have enjoyed the hospitality of this house. At his death Hancock lay in state, in the entrance hall, for eight days. In 1863 this historic landmark gave way to the demands of mammon, but not until a strenuous but fruitless effort had been made to save it. What a pity!

The building was erected by Thomas Hancock in 1737, and given to his nephew the Governor, by his aunt, Lydia Hancock.

The British soldiers pillaged the house about the time of the battle of Lexington and it would probably have been destroyed had not General Gage sent Percy to occupy it. While Clinton remained in Boston he occupied it as his head-quarters. Be it said to Clinton's credit that the pictures, furniture and building showed scarcely any signs of ill-usage during his possession.

This engraving was reproduced from the Mass. Mag. for 1789.

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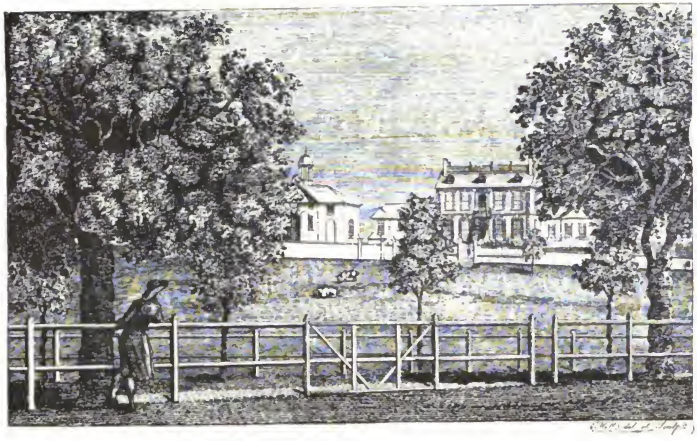

HANCOCK HOUSE.

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REMOVAL OF BEACON HILL.

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BEACON HILL.

On the sunny south-west slope of Beacon Hill the first settler in Boston, William Blackstone, located his home. Beacon Hill at that time had three spurs: Centry Hill in the center, Pemberton, also known as Cotton, on the east, and West Hill, or Mt. Vernon, on the west, and was considered quite a high mountain.

The summit of Beacon Hill on which stood the ancient Pharos of Boston, is intersected by Temple street, named for Sir John Temple, who married a daughter of Governor Bowdoin. The tract owned by the town was only six rods square, with a roadway of thirty feet leading to it. This was sold to John Hancock and Samuel Spear in 1811, when the action of the abutters in digging down the hill made it untenable. On the top of this grassy mound was erected the beacon, used to alarm the country in case of invasion. It was erected about 1634-35, the town having ordered it set on Centry Hill, as it was then known, with a watch of one person to give the signal on the approach of danger. The beacon was a tall mast, standing on cross timbers placed upon a stone foundation and supported by braces. Treenails were driven through the mast by which it was ascended, and near the top projected a crane of iron, sixty-five feet from the base, upon which was suspended an iron skeleton frame, designed to receive a barrel of tar, or other combustible matter. This receptacle was more than two hundred feet above the sea level, and could be seen, when fired, for a great distance inland. In 1768, it having fallen from some cause unknown, it was replaced by a new beacon. In November, 1789, it was blown down.

In 1790 a monument of brick sixty feet in height and four in diameter marked the spot. It was erected to the memory of those who fell at Bunker Hill, and was designed by Charles Bulfinch. It was a plain Doric shaft, raised on a pedestal of stone and brick eight feet high. The outside was encrusted with cement; and on top was a large gilded wooden eagle, supporting the American arms. After the fall of the old beacon, Governor Hancock offered to erect another at his own expense, but the movement for the monument being under way the proposal was withdrawn. The monument was taken down and the hill leveled in 1811. The earth which formed the cone was used to fill in the Mill-pond, making a foundation for the Lowell and Eastern railroad depots.

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JOY BUILDING.

The old print from which this engraving was reproduced is very rare. It was obtained from the New England Historic Genalogical Society, and was printed on a hand bill. As it does not appear in any of the magazines of the period that the cut was made in, it was probably used only for that purpose. Joy's building was erected in 1808, on the second site of the First Church, a full description of which we have previously given in connection with the engraving of the church. The church society sold the site to Benjamin Joy, a wealthy citizen, on which he erected this building, The stores and dwelling houses on Cornhill, the former name of this portion of Washington street, were so insignificant that when Joy's building was erected out-of-town people for miles around came in to view the stately edifice, and were greatly astonished at its magnificence. It was indeed the "Elephant" of Boston We have no direct record of its first tenants, but in 1830, when the picture we present was made, many old citizens recollect its occupants. The book-selling firm of R. P. & C. Williams, was one of the leading firms in that trade. Our well known and respected fellow citizen, Alexander Williams, of the old corner book store, was a son of the senior partner. The dry goods firm of Lane, Lamson & Co., which occupied the store in the southerly corner, recently occupied by Percival, apothecary, was in subsequent years one of the leading silk importing houses of Boston, and is, we believe, still doing business in New York. The school kept by John Ware in the second story was quite popular in its day. Our respected fellow citizen, Mr. Rowland Ellis, was one of its scholars. Peeping around the rear corner of Joy's building is seen the sign of W. Fenno, of beefsteak memory. "Uncle" Fenno and his thrifty wife for many years managed the old Cornhill coffee-house in such excellent style that it became a popular resort as a lunch house. There are some old citizens yet alive who retain appetizing recollections of the establishment. The building has no remarkable history, nor has anything noteworthy occurred within its walls; yet it is one of those landmarks of Boston which are so rapidly disappearing that in a few years nothing will remain to remind us of these old time architectural monuments. The general appearance of the building was not much changed during its existence and its walls, built by honest workmen, were so thick and

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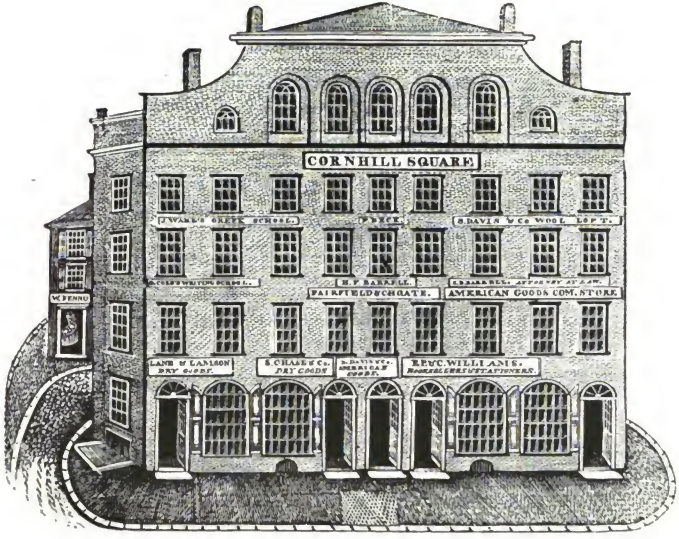

JOY BUILDING.

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firm that they were able to withstand the pressure of a much higher structure. The tenants of Joy's building seem to have been well treated and well satisfied with their quarters, judging from the tenacity with which they have clung to it. The late Josiah Gooding commenced in the room now occupied by his son, in 1836. The late Uriah H. Boyden had a suit of rooms for forty years, and Mr. Briggs, the architect, occupied his room for thirty-six years. Shortly before the death of the late Charles O. Rogers, he purchased this estate with the intention of building the most complete newspaper establishment in Boston. Had he lived his ideas would probably have been fully realized, for he was a man of rare foresight and executive ability. The Rogers building now being completed will be an ornament to the city, as its predecessor was before it.

EXCHANGE COFFEE-HOUSE.

This engraving was reproduced from Snow's History of Boston, published in 1825, and the description from Shaw's History of Boston, published in 1817.

It was the most capacious building and most extensive establishment of its kind in the United States, at that period. It was situated in Congress Square, once known by the singular title of Half-Square Court, and fronted on Congress street. The early history of this structure is that of an unsuccessful speculation, which involved individuals in ruin, and seriously injured a large class of the community. It was a mammoth affair of seven stories, far in advance of the wants of its day, and was completed in 1808, having occupied two years and a half in building. It cost half a million dollars. Destroyed by fire Nov. 3, 1818. It was rebuilt in a less expensive manner, and occupied as a tavern until 1853, when it was demolished, giving place to the brown freestone building known as "City Exchange," now occupying the site of the old building. The front of the Coffee-House, on Congress street, was ornamented with six marble Ionic pilasters, and crowned with a Corinthian pediment. It had entrances on the State street side and from Devonshire street.

The building was of an irregular shape, rather like a triangle with the apex cut off, and contained about two hundred and ten apartments. It was in the very centre of business and was a stopping place for stages going or returning from town. A number of

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Masonic lodges occupied the upper stories. In its day it was the leading hotel of the city, and many distinguished men have been entertained there.

The fire which destroyed the Coffee-House was very destructive. The keeper, Mr. Barnum, lost $25,000. Eleven printing offices, the Grand Masonic Lodge of the State, and several other Masonic Lodges were burned out. The principal floor of the Coffee-House was originally intended for a public exchange, which design was never executed, as the merchants, from long habit, prefered to stand in the street, even during the inclement winter months. There was also a convenient coffee room, reading room, a bar and drawing room, besides various apartments occupied by public corporations and private individuals on this floor. The dining room on the second floor would seat three hundred persons. The remaining floors were occupied as lodging rooms, with a ball room and several society rooms.

Captain Hull, and other Naval and military officers, made the Exchange their quarters during the war of 1812. The British Captain, Dacres, who became Hull's prisoner after the engagement with the Guerriere, lodged here; the twain afterwards became fast friends. It is related that the day on which the Chesapeake left Boston to engage the Shannon, then lying outside of the harbor, the people of Boston expected an easy and speedy victory under so able a commander as Lawrence, and prepared a banquet, at the Exchange, for the captors on their return from the conflict, to which Captain Broke and his officers were to be invited. The result of the engagement, however, was far different from what was expected. [For a full description of this engagement, see Stark's History of Boston Harbor, first edition.—Ed.]

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EXCHANGE COFFEE HOUSE.

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MONUMENT TO REV. JOHN HARVARD AT CHARLESTOWN.

Rev. John Harvard, to whose memory the monument here presented was erected in 1828, was the principal donor to the literary seminary at Cambridge, in its infancy, and has generally been considered its founder. So important and so large was his donation that the civil rulers of Massachusetts, who encouraged and patronized it from the first, gave it the name of Harvard College, soon after the bequest. This was in the year 1638, and the amount given by Mr. Harvard was 780 pounds. The magistrates of the colony, though comparatively few in number (probably not exceeding 5,000) and subject to great charges and costs in removing to this country and preparing for the comfort of their families, in 1636, agreed to appropriate 400 pounds towards the support of a college or school in that place. A large tract of land was soon granted to it, and several individuals early made donations of various sums. Mr. Harvard's gift was exceedingly opportune, and was perhaps almost essential to its continuance, certainly to its growth and usefulness.

Mr. Harvard came to this country in 1637, and resided at Charlestown, where he preached for a short time. It is believed he was an invalid when he arrived, and he died in September, 1638. He was educated at Emanuel college in the university of Cambridge, England, and had the reputation of a good scholar. He was sometime a settled minister in that country, but was, no doubt, of the class of the puritan clergy, or he would not have emigrated from his native land. Very little of the history of this worthy man has been preserved. It is evident his estate was considerable, compared to most of the clergy of his time. For, though several of them were far from being poor, few only had large estates; and those who had a goodly portion of worldly things sacrificed much by their removal. It is not known whether he had a family, but it is believed he left a widow. There is no record of any will made by him in writing, but his bequest to the seminary in Cambridge was sufficiently legal to take effect. Nuncupative wills have always been considered as valid, with proper witnesses whose testimony is soon afterwards given. The sum Mr. Harvard gave was a full moiety of his whole property. He also ordered that his library, which consisted of more than three hundred volumes, should be given to that infant seminary.

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The monument was erected by subscriptions of the graduates of Harvard College, in small sums. The amount collected and expended is not now recollected. The monument is constructed of native granite, in a solid shaft of fifteen feet elevation, and in the simplest style of ancient art. On the eastern face of the shaft, the name of John Harvard is inscribed, with these lines: "On the 26th of September, A. D. 1828, this stone was erected by the graduates of the University at Cambridge, in honor of its founder, who died in Charlestown on the 26th of September, 1638." On the western side of the shaft is an inscription in Latin, of the following purport: "One who merits so much from our literary men should no longer be without a monument, however humble. The graduates of the University of Cambridge, New England, have erected this stone, nearly two hundred years after his death, in pious and perpetual remembrance of John Harvard." The erection of the monument was sanctioned by a large meeting of the graduates of the University, who were present on the occasion; when Edward Everett, at that time chief magistrate of Massachusetts, and one of the best scholars educated at Harvard college, delivered an appropriate and eloquent address. The object was not to have a costly and splendid monument, like those erected in the old countries of Europe or Asia, but a durable stone to designate the grave of a scholar and a christian, and as a token of respect due to such a man from the friends of learning and religion of the present age. It is situated in Charlestown.

This engraving was reproduced from the American Magazine.

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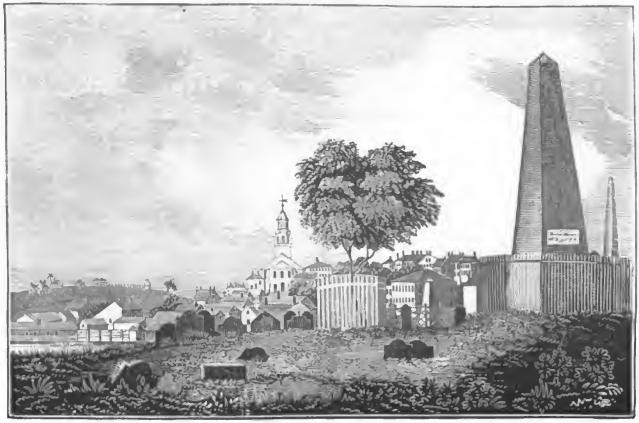

MONUMENT TO REV. JOHN HARVARD.

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HARVARD UNIVERSITY.

1726—1823

Harvard University was founded in 1638, and is still adminstered under the charter granted in 1650. The principle seat of the University is at Cambridge, but several of the departments are in Boston. For two generations after the settlement of the country, Harvard was the only college in New England. While cherished and honored by the State, Harvard University has been, from the first a private incorporated institution, supported in the main, first by the fees of students and secondly by the income from permanent funds given by benevolent individuals. The value of its lands, buildings, collections, and invested fund is roughly estimated at $6,000,000.

The first engraving entitled "A Prospect of the Colledges in Cambridge in New England," is reproduced from an engraving upon a panel belonging to the Massachusetts Historical Society, and has a special interest and value, as being the only known copy of one of the earliest impressions of the plate first published in 1726, preserving to us the form and lineaments of the three venerable halls then standing, which were Harvard, Stoughton and Massachusetts. The latter is the only one now remaining. Harvard was burned in 1764. Stoughton was taken down in 1780. The engraving is dedicated to Lieutenant Governor Dummer, and, according to the following advertisement in the Boston News Letter of July 14, 1726, was first published on that day. "This day published. A Prospect of the Colledges in Cambridge in New England, curiously engraved on copper; and are to be sold at Mr. Prince's, print-seller, over against the Town House, Mr. Randall, Jappanner in Ann Street, by Mr. Steadman in Cambridge, and the Booksellers of Boston." This view was discovered only recently, mounted on a panel, over which was pasted another view printed from this same plate with some changes, and published probably as late as 1739 or 1740 and dedicated to Lieutenant Governor Phipps. These views were presented to the Society by William Scollay in 1795, and measure 24x18 inches in size. In the foreground is the chariot of the governor with two officers on horseback in the act of saluting him as they pass. The students are represented as wearing the academic gown.

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The second view, entitled "View of the Colleges at Cambridge, Massachusetts," and also the description of same, is reproduced from the Massachusetts Magazine for 1790, and is as follows: Holden Chapel at the left, erected in 1745 at the expense of the widow and daughters of Samuel Holden, one of the directors of the Bank of England, who was a generous benefactor to the religious interests of this country, It was used for the daily devotions of the college, and the delivery of lectures by the professors, till the rebuilding of Harvard Hall. While the American Army was stationed at Cambridge it became a seat for their Courts martial.

The second building to the left is Hollis Hall, so named in memory of Thomas Hollis, of London, a great and liberal benefactor, and his nephew Thomas Hollis, the heir of his fortune and liberality. It is a large, convenient and well built edifice. It was begun in 1762 and the keys were delivered with much ceremony, January 13, 1763, in the name of the Province, at whose expense it was built.

The third to the left is Harvard Hall, rebuilt after the fire which, in January, 1764, destroyed the old college. It contains no private chambers, but is devoted wholly to college purposes. The building on the right is Massachusetts Hall. This is the oldest of the present number, having been erected in 1720. It contains thirty-two chambers for students, and is a strong and durable as well as convenient house. At the west end is a very good clock. In the space between this and Harvard Hall stood Stoughton Hall. The buildings which have been described are so situated as to form three sides of one quadrangle and two of another. The number of students at present (1790) belonging to the University is about one hundred and forty." The "South View of the several Halls of Harvard College," was reproduced from Snow's Boston, and was taken from the balcony of the residence of the president of the college in 1823, and shows the following named buildings, commencing at the left: Massachusetts, Harvard, Hollis, Stoughton, Holworthy and University Halls.

CAMBRIDGE COMMON IN 1784.

This plan is reproduced from a drawing made by Joshua Green, who graduated at Harvard College in that year. The names of the buildings and streets have been added. The original is in the possession of his grandson, Dr. Samuel A. Green, Mayor of Boston.

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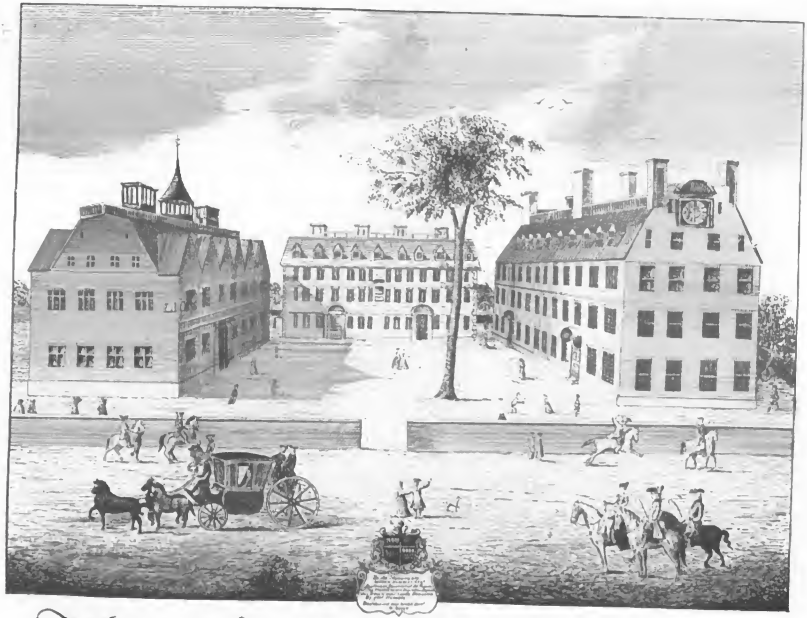

A Prospect of the Colledges in Cambridge in New England

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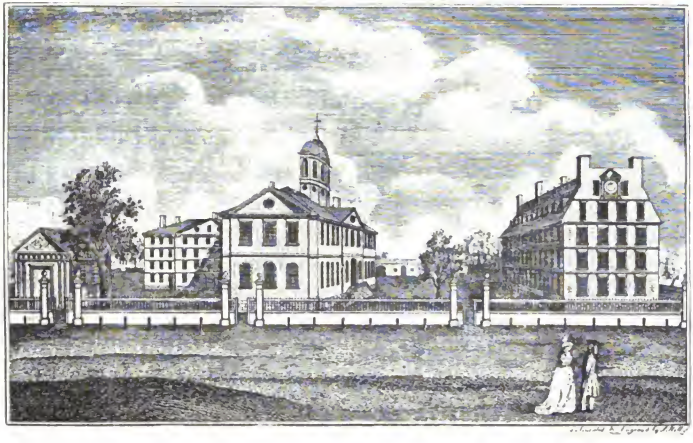

VIEW OF THE COLLEGES AT CAMBRIDGE, MASSACHUSETTS.

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SOUTH VIEW OF THE SEVERAL HALLS OF HARVARD COLLEGE.

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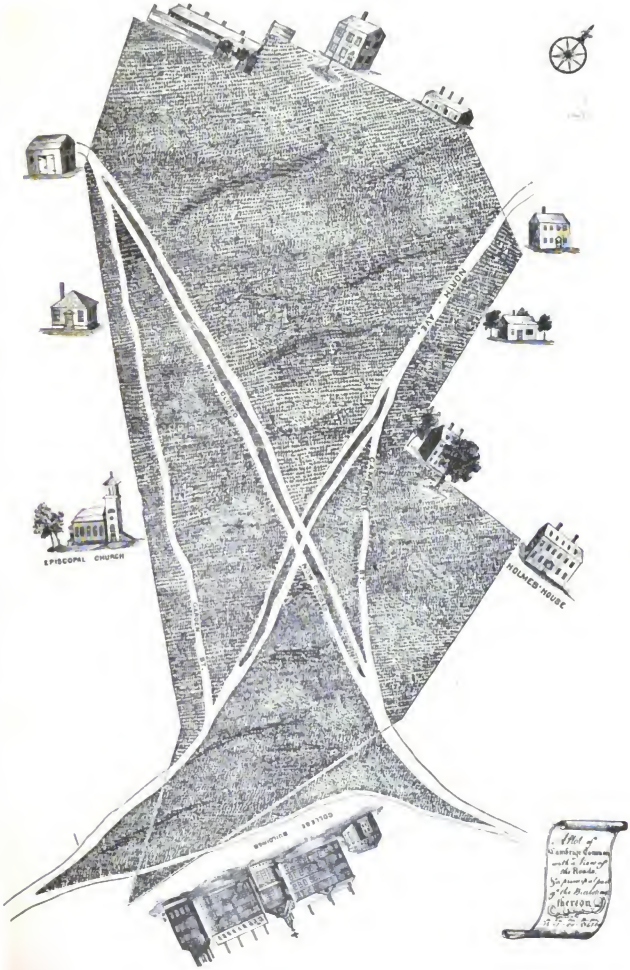

CAMBRIDGE COMMON IN 1784.

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FIRST PAPER MONEY OF AMERICA.

In 1690, the first bills of credit were issued that were known in the American Colonies; and then began the reign of paper money in this country. These bills were issued just after the return of the troops from the disastrous expedition to Canada. Hutchinson says: "The government was utterly unprepared for the return of the forces. They seem to have presumed not only on success, but upon the enemy's treasure to bear the charge of the expedition." The soldiers became clamorous for their pay, and were nearly at the point of mutiny; some means must be adopted for paying them, and the government decided to issue paper money. A committee was empowered to make an immediate issue of seven thousand pounds, in bills from five shillings to five pounds. Bills of this issue are extremely rare; we know of but one specimen now in existence which seems to be genuine. It is in the possession of Hon. Robert C. Winthrop, a descendant of Adam Winthrop, one of the committee who signed the bills. We here give an exact reproduction of it by the Photo-Electrotype process. In alluding to its rarity, Mr. Winthrop says: "It is written with a pen, not engraved; and the seal of the Province is very inartistically drawn. One might almost suppose it to have been a mere draught of the design for the notes, rather than one of the notes themselves. But it is indented and signed and countersigned. The signatures are evidently original, and the bill is numbered 4980 on the face and No. 62 on the back." It seems that some historians were not aware of the existence of this bill, for in "Drake's History of Boston" and in "Felt's Historical Account of Massachusetts Currency," they speak of this first issue being printed from engraved plates, and it is probable that later on such was the case, for it would seem strange that so large an issue should have been written by hand; the manuel labor neccessary to have prepared them must have been very great, besides the time it must have taken; and the unavoidable difference in the looks of the bills, when prepared by different persons, as they would neccessarily have to be, would be strong evidence that some other method was pursued. This bill, however, bears such evident marks of being genuine, that we are led to suppose it was one of the first issued, and, in the anxiety of the government to pay off the troops at once, the bills were written and not engraved.

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The art of engraving also was not practiced to any extent in this country at that time, and it would have been difficult to have got the plates engraved in England in time to meet the exigency of the occasion. For further information, see Article on Currency, by Nat. Paine, in Antiquarian Society Proceedings for 1866.

We have also reproduced two later issues of Colonial and Continential paper money, which specimens are considered very rare.

CARWITHAM VIEW OF BOSTON.

This is considered to be the oldest known engraved view of Boston. It is reproduced from a colored print owned by Mr. Henry H. Edes, and is supposed to have been engraved between 1723–30.

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No. (4980) 5s

THIS Indented bill of Five shillings.
due from the Massachusets Colony to:
the Possessor shall be in value equal to:
money & shall be accordingly accepted:
by the Treasurer & receivers subordinate
to him in all publick payments and for:
any Stock at any time in the Treasury:
Boston in New-England December
the 10th. 1690; By Order of ye Generals
Court.

John Phillips
Adam Winthrop
Pern. Townsend
Comtee

SIGILVM: GVB: & SOC:
DE: MATTACHVSETS:
BAY: IN: NOV: ANGL:

FIRST ISSUE OF PAPER MONEY.

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Jam^s Gaiflor Treass: Of y^e
Provinc^e of the Massachusett Bay.

N: 62

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Colony of the Massachusetts Bay.

[No. 410] The 22d day of June A.D. 1775

Borrowed and received of Elias Smith & Co. the Sum of fifty Pounds — — lawfull money for the Use and Service of the Colony of the Massachusetts Bay, and in behalf of said Colony. I do hereby promise and oblige myself and successors in the Office of Treasurer, or Receiver General, to repay to the said Elias Smith & Co. or to his Order, the first Day of June one Thousand Seven hundred & Seventy Seven, the aforesaid Sum of fifty Pounds — — lawful money, in Spanish Mill'd Dollars, at Six Shillings each, or in the several Species of coined Silver & Gold, enumerated in an Act made and passed in the twentythird Year of his late Majesty King George the Second, intituled "An Act for ascertaining the Rates at which coined Silver & Gold, English half pence & farthings may pass within this Government" and according to the Rates therein mentioned, with Interest to be paid annually at six per Cent.

Witness my hand Henry Gardner

can Paper.

S. Dexter
M. Gunn
Lem. Kollock

£50 —

FIFTY POUND NOTE OF 1775.

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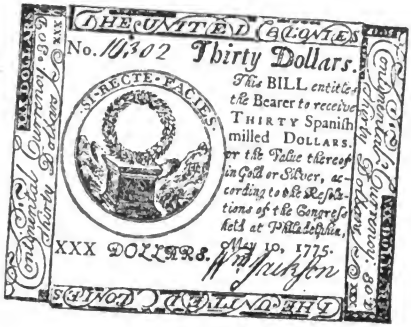

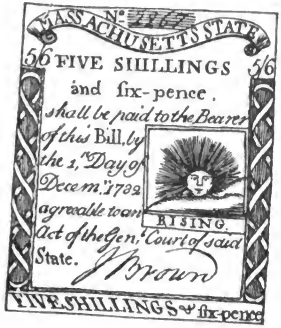

CONTINENTAL CURRENCY

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SAVIN HILL.

Savin Hill is one of the most interesting historical localities within the present limits of Boston. We say within its *present* limits from the fact that it is only within a few years past that the old town of Dorchester, of which Savin Hill formed a part, has been annexed to Boston.—or, as the old Dorchester families regard it, "that Boston was annexed to Dorchester," for this town was settled somewhat earlier than either Boston or Charlestown, and was for some years the rival of Boston. The ship "Mary and John," one of the Winthrop fleet, became separated from her consorts during the voyage and was the first to arrive. On this vessel were the first Dorchester settlers, composed of families from Devonshire, Dorsetshire and Somersetshire. Capt. Squeb, not knowing the harbor, refused to go up it any further than Nantasket point, now Hull; here he put his passengers and their goods ashore. They then divided into two parties to explore the country. One party of ten men went in a boat up the Charles river as far as where Watertown now is. The other party with their cattle followed the shore around till they came to a place called by the Indians Mattapan (now Dorchester). Joining to this place was a neck of land called Mattapannock (South Boston) which was a fit place to turn their cattle on to prevent them from straying. So they sent to their friends to come away from Watertown and settle at Mattapan. Here they began their settlement the first of June, A. D. 1630, changing the name to Dorchester Plantation. Previous to leaving England it was decided that, for purposes of mutual defense and the establishing of social order, the settlement must be very compact, and that a certain plot or pale should be marked out within which everyone should build his home. This arrangement was afterwards followed out, and as late as Sept. 1635 the General Court ordered "that no dwelling house be built more than half a mile from the meeting-house without leave." The spot selected for the town was what is known as Allen's Plain and Rock Hill (now Savin Hill). The growth of the settlement and the entire subjection of the neighboring Indians in a few years rendered these regulations needless, and left the inhabitants free to exercise their own discretion in selecting their residences. It seems that many of the Dorchester settlers were trading men, who at first designed Dorchester as a place of trade, and

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accordingly built a fort at Rock Hill, wherein were several pieces of ordinance, near the water side; but the channel being poor and the landing difficult, and Boston Harbor being far more commodious, they desisted from that design, and many of them removed afterward to Boston.

Among the most notable of the original settlers of Rock Hill was Roger Ludlow. He was a brother-in-law of Gov. Endicott, and was chosen Assistant or Director of the Company, which position in the Colonial government gave him much influence in the Dorchester plantation. In digging his cellar at Rock Hill, in 1631, he found, a foot below the ground, two pieces of French money, one coined in 1596, which proves that this place was visited by French trading vessels before the English settled here. In 1634, he was chosen Deputy Governor, and in the spring of 1636 he removed with others to Connecticut and was chosen Deputy Governor of the new Colony.

John Mason was another prominent settler of Rock Hill. He served with Lord Fairfax before coming to America. He was employed in laying out the work at the Castle, and also in fortifying Rock Hill. He removed to Connecticut, and was called upon to lead the troops against the Pequod Indians, and nearly annihilated that warlike tribe at the fort fight on the Mystic river, May 26, 1637.

Captain Thomas Hawkins lived on Rock Hill, near the fort, where "ye great guns were mounted," and was employed in fortifying the hill. He removed to Boston previous to 1643, when he chartered four ships to M. De La Tour to cruise against his enemy, D Aulnay, which fleet he commanded in person. He built a very large ship in Boston for those times, being upward of four hundred ton. "She was set out with great ornament of carving and painting, and with much strength of ordinance." He was a large land owner in Dorchester and Boston. His son writes, in November, 1648, "that Captain Hawkins' ship arrived, God being pleased to send him (Hawkins) to heaven by the way."

Among the other early settlers at Rock Hill were John Holman, John Phillips, Thomas Newbury, William Rockwell, Richard Baker, John Hill, John Eales, John Gurnell, Richard Leeds and Nathaniel Patten. All these early settlers afterwards removed, except Richard Baker and Richard Leeds, whose descendants yet live at Savin Hill.

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VIEW OF SAVIN HILL FROM MEETING-HOUSE HILL, 1830.

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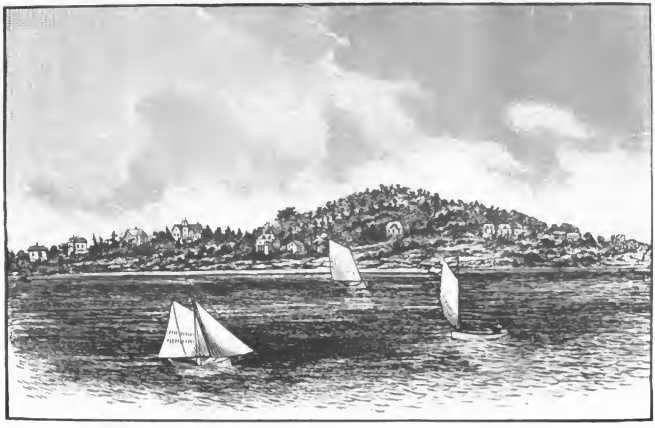

NORTH-EAST VIEW OF SAVIN HILL. 1882.

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Our engraving of the hill is reproduced by the Photo-Electrotype process from a painting in the possession of Wm. H. Richardson, made in 1830. Two hundred years had elapsed since its first settlement, when it was divided up into four-acre home lots, and occupied by earnest, energetic settlers, that they might here establish a place for trade, and yet, after two hundred years, there were but two houses on Savin Hill, one of which was Richard Baker's, which can be seen on the right of the picture. The surroundings of the hill had relapsed into a state of nature again, and the forest had claimed its own once more. In this engraving Savin Hill probably appears about as it did to the first settlers. The view is taken from the top of Meeting-house Hill, which is shown in the foreground; between it and Savin Hill is the meadow, marsh and creek; on the extreme left is seen a part of the old Tuttle house, in front of which, running towards the hill, can be seen Savin Hill Avenue, formerly known as "Leeds' Lane." This avenue encircles the hill; on the left of it can be seen the old Baker house. The bare spot near the top of the hill shows the rock "where ye great guns were mounted." The stone wall and fence at the base of the hill, at its junction with the meadow and marsh, is where the Old Colony Railroad now runs. The plain surrounding the hill is the place where the early settlers lived. The stone walls, and in one case an old orchard, that remain there, plainly mark the spot where their houses were built. The writer is preparing a history of Savin Hill, in which there will be a full description of each of the early settlers, plans showing where they located, conveyances of the lands from the first settlers down to the present owners, and plans of the lots as they are now divided. This spot has been known under various names, such as Rock Hill, Fox Point, Old Hill, Captain's Neck, etc. It was named Savin Hill at the commencement of the present century, on account of the large amount of Savin trees growing on and about the hill, and is known by that name at the present time. Recently many fine residences have been erected here. Two beautiful avenues encircle the hill, Savin Hill Avenue and the Grampian Way. The residences bordering these avenues contain beautifully laid out grounds, many of them being quite extensive. The hill is rocky, and with its woods and the magnificent view that can be obtained of the surrounding country from its summit,—"where ye great guns were mounted,"—cannot be surpassed by

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any other place in the vicinity of Boston. A person in ascending the hill will plunge into a wilderness, where, in some instances, progress is forbidden by beetling cliffs and thorny thickets. There is not a more desirable spot in Boston for a natural park than this historic hill, or where a park can be made for so little expense. From time immemorial it has been used by the people for a picnic ground, and it should be reserved for this purpose before it is built on and it becomes too late, as would then be the case.

The Dorchester people have a tradition that Capt. John Smith landed here while exploring the New England coast. Historians differ on this subject. It has never been definitely settled that Smith entered Boston harbor, or did more than to discover its entrance, which he named Charles River, supposing it to be a river.

The view of the hill from the north-east is taken from Calf Pasture, and shows the hill as it appears at the present time, 1882.

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MINOT HOUSE.

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ASTOR, LENOX AND
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THE MINOT HOUSE.

The artist has reproduced in this sketch a venerable structure, which enjoys the peculiar distinction of being the only building standing within the municipality of Boston that was ever attacked by any hostile Indians. This building is situated on Chickataubut street, Neponset, Dorchester, which territory as far South as the Neponset River was annexed to Boston a few years ago. Near this spot on this beautiful river was the dwelling places of the Massachusetts tribe of Indians, over which Chickataubut held undisputed sway before the arrival of the pale-faces on his coast. The building has occupied this spot for more than two centuries beginning with the time when Boston and New York were sea-coast villages. It was probably built about 1640, and is the oldest building in this part of the country. In July 1675, the house was occupied by the family of John Minot. One Sabbath while all but the maid-servant and two young children were absent, an Indian, who had been watching his opportunity, came to the door and attempted to enter the house. Finding the door fastened, he tried to gain an entrance by the window. The young woman had observed the Indians motions. She had the presence of mind to hide the children under two brass kettles, and then run up stairs and charge a musket. The savage, quicker than she, loaded his gun and fired, but missed his aim, our heroine now discharged her musket and wounded the Indian in the shoulder, but he was not so disabled as to give over his design, and still attempted to force his way through the window. The maid then seized a shovel full of hot coals and thrust into the fellows face. This decided the contest in her favor. The Indian fled to the woods where he was afterwards found dead, five miles from the house, his face scorched and scarred by the burning embers. This was probably a stray warrior of King Phillip's partisans, and was the nearest any hostile Indians approached the New England capitol during the war.

The family of Minot, in America, probably originated with George, the first settler of this name in Dorchester, and his name is especially honored by the Massachusetts Historical Society as one of its founderers. It is said that in the old burying ground, at Dorchester, there was once an old stone with the following inscription:

"Here lie the bodies of Unite Humphry and Shining Minot
Such names as these never die not."

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THE PIERCE HOUSE.

Within a few hundred feet of the Minot house stands another old building of about the same date. This building is situated on Oak Avenue, Adams street, Dorchester, now a part of Boston. It was built by Robert Pierce in 1640, and has, since his death in 1664, been occupied by his descendants.

In the year 1629–30, among the divers godly persons in Devonshire, Somersetshire, Dorsetshire, and other places, who dissented from the way of worship then established by law in "ye realme of England in ye reign of King Charles ye first," to use the words from an old MS., were Robert Pierce and his wife Anne, who set sail from Plymouth, England, in the vessel called the "Mary and John," of about 400 tons, commanded by Capt. Squeb. They

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sailed from Plymouth March 20, 1629–30, having a comfortable though long passage, and arrived at Nantasket, now Hull, May 20th, following. They chartered with Capt. Squeb to carry them to Charles river, but after entering the harbor he was uncertain of the course, and refused to carry them further than Nantasket.

Robert Pierce made his way to Neponset, settled on Pine Neck, now Port Norfolk, near the lower part of Walnut street. A few years later, previous to 1640, he moved on to the hill, his boundary lines running about 40 rods wide from north to south, from the tide water on the east, and as far west as it was safe to occupy on account of the Indians. He was known as Robert Pierce "of the great lotts," and several generations after the term of "the great lots" was used in conveyances to designate property once owned by him.

Several articles of furniture, etc., which he brought from England are now in the possession of his descendants, and, as a reminder of home, he preserved two small biscuits, engravings of which are presented here, together with that of his house, built about 1640. The frame of the building is of oak, which grew in abundance where the house now stands, one stump alone remaining of the original growth, the others having been blown over in the great gale some sixty years ago. Some idea of the size of the frame can be obtained from the fact that the timber which held the stairs is 10 inches by 12, and all are pinned together with wooden tree-nails, like the frame of a ship. The chimney in the center, with fireplace and oven, covered the space of a good sized room, and across the center of each room the beams remain in sight, showing the marks of the axe by which they were hewn into shape. The walls still remain packed with sea weed to make them warm, and the outside changed only by placing new shingles and clapboards where the others were worn away by age. The house has descended from father to son and has always been owned and occupied by a lineal descendant. During the Revolution Col. Samuel Pierce owned it, and a portion of his regiment was quartered here in the attic for a time, while awaiting orders. The house is on Oak Avenue, Adams street, that street being formerly the only road from Boston to Plymouth.

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VIEW OF BOSTON TAKEN ON THE ROAD TO DORCHESTER.

GOVERNOR SHIRLEY MANSION.

This is the title of our frontispiece, which is one of the most valuable engravings in this collection; it is extremely rare and the author is aware of but two copies of it being in existance in this city. This copy is reproduced, and also a number of other engravings in this work, from a large collection of charts bound in book form in the possession of the Massachusetts Historical Society and "Published according to Act of Parliament, May 30th, 1776, by J. F. W. Des Barres, Esq., for the use of the Royal Navy in North America." The views were published in connection with the charts for the use of the army and navy then operating in and about the vicinity of Boston during the seige of same. In the foregrounnd is presented a pastoral scene, beautifully laid out grounds including gardens, lawns, pastures, groves, hills, brooks, and a beautiful prospect of the South and Back Bays, with a view of the town of Boston in the background; with its tall spires and steeples of meeting houses and churches, backed by the high hilly land of West and Beacon Hill, crowned with the beacon on top, and connected with Roxbury on the left by the Neck, which was the only connecting link Boston had with the main land before the building of the bridges. On the right hand of the Neck will be observed the South Bay and on the left the Back Bay, on the main land on the Roxbury side will be seen a large fine mansion built by Gov. Shirley in the middle of the last century, its oaken frame and other materials, even the brick, which were of three different sizes, were brought from England, at a vast expense. Shirley Place, so the governor styled it, is a large square, two-story, hip-roofed structure with a stone basement, having a piazza at each end and surmounted by an observatory enclosed with a railing. This is the most elaborate and palatial of the old Roxbury mansions, and notwithstanding the vicissitudes it has undergone, it is extremely well preserved. One of its peculiarities is its double front, that facing the harbor on the side fartherest from the road being undoubtedly the true one. The upper windows on this side afford a fine view of the city, the harbor, and the islands. Each front is approached by a flight of stone steps flanked by an iron railing of an antique and rustic pattern but now rusted by the elements. Entering the northern or proper front you find yourself in a spacious hall of

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BOSTON FROM WILLIS' CREEK.

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grand proportions. To the right a broad staircase leads to a balcony extending around to the left, where two doors open into the guest chambers, in which Washington, Franklin, Lafayette, Daniel Webster, and many other celebrated men have from time to time been accommodated. From this balcony the musicians entertained the company at the table in the hall. The carved balusters around the staircase and gallery are of three different patterns, and the rail surmounting them is inlaid at the top. The base of the balustrade and staircase is also adorned with a carved running vine. The ceiling around the main hall is beautifully stuccoed, and its floor was originally painted to represent a carpet. To the right and left of the hall are doors leading into the reception room, parlors, etc. Upon great occasions the two halls were thrown into one by opening the folding doors between.

Washington paid a visit to Gov. Shirley in March 1756 and related to him the circumstances of his sons death, at the battle of the Monongahela, where Gen. Braddock was defeated and killed. He was well recieved and much noticed by the governor, with whom he continued ten days, mixing constantly in society, visiting Castle William and other objects worthy of notice in the vicinity, little dreaming that it would one day become the theatre of his first great military achievement. In a letter to his friend Lord Fairfax, he says. "I have had the honor of being introduced to several governors, especially Mr. Shirley, whose character and appearance have perfectly charmed me. His every word and action discover in him the gentleman and politician".

The old house seems queerly constructed, so numerous are its compartments and closets; many of which are let into the solid walls. The wine-closets in the guest chamber could doubtless tell of many a convivial gathering, and of mirth and jollity unbounded in the times gone by. William Shirley was Governor of Massachusetts from 1741 to 1756. He was the prime mover in the expedition against Cape Breton in 1745 which resulted in the capture of Louisburg, one of the strongest fortifications in America, by a force of four thousand New England men led by Col. William Pepperell, aided by a British fleet under Com. Warren. The celebrated preacher Whitefield furnished the motto, "*Nil desperandum christo duci*," giving the expedition the air of a crusade against the Catholics, made a recruiting house of the sanctuary, and the stout old Puritan, Parson Moody, one of his followers,

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joined the troop as chaplain and actually carried an axe on his shoulders with which to hew down the Catholic images in the churches of the fated city. What a change has now come over the scene. Parson Moody would not now have to go far to work out his mission of destruction, for within a few rods of the Shirley house is now erected a Catholic church and nunnery. Truly time works wonders. Gov. Shirley died March 24, 1771, and was interred in the burying ground of King's chapel, of which edifice he laid the foundation stone. His funeral was attended by the Ancient and Honorable Artillery Company, and three volleys were fired over his grave, and as the long procession was moving, a detachment, at intervals, discharged seventy-six guns, to denote the governors age. Shirley was a man of great industry and ability, thoroughly able, enterprising and deservedly popular. In 1764 the estate was bought by Judge Eleakim Hutchinson, Shirley's son-in-law. He became a member of the Governor's Council and Chief Justice of the Court of Common Pleas for Suffolk and died in June 1775. Having been a loyalist, his estate was confiscated and sold to Hon. John Read. During 1775 it was made a barrack for our soldiers and was greatly injured thereby. Col. Asa Whitcomb's regiment marched from here to Dorchester Heights on the evening of March 4th, 1776. It was afterward occupied by M. Dubuque who emigrated from Martinique, and whose cook, Julian, kept the celebrated restaurant at the corner of Milk and Washington streets, mention of which has been previously made in this work. The estate passed through many hands among, them that of Giles Alexander, whom tradition says treated his wife so ill that one evening a party of young men of some of the best families in Boston came disguised to his house, broke off the heads of two stone lions who kept guard at the front gate, and wound up their frolic by bestowing on the obnoxious proprietor a complete suit of tar and feathers. A "labyrinth" in front of the house constituted the limit of Mrs. Alexander's prescribed bounds for out-door exercise. In 1798 the estate was purchased by Capt. James Magee, who, while in command of the privateer brig "General Arnold," was shipwrecked in Plymouth Harbor. The brig broke from her anchorage in the "Cow yard" and was driven by the violence of the gale upon the low sand flats. It was a terrible snow storm and so intense was the cold that seventy-eight of the crew including the captain were frozen to death, and from the merciless pelting

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BOSTON FROM DORCHESTER NECK.

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of the waves, which froze hard to them, they looked more like solid statues of ice than human bodies. They were all buried in one grave on Burial Hill, Plymouth, where a tablet is erected to their memory. It was three days before the survivors, twenty-eight in number, could be rescued by the men of Plymouth; they had been during that time huddled together on the quarter-deck with no extra clothing, with no shelter but the skies, and no food, they were more dead than alive when rescued. Magee's widow sold the estate to Gov. Eustis in 1819 and there he passed the remainder of his days, and died there in 1825, aged 71 years. Gov. Eustis was very hospitable, which procured him the acquaintance of many persons of distinction. Among the guests that accepted his hospitality was John Quincy Adams, Henry Clay, Daniel Webster, Aaron Burr and John C. Calhoun. One of his visitors was Lafyette, the guest of the Nation, and his compatriot in the army; their meeting was very affectionate, they embraced each other for some minutes, Eustis exclaiming "I am the happiest man that ever lived." While a guest of the Governor's, Lafyette attended a target practice by artillery, at Savin Hill, and put a shot through the target nearly in the centre.

The Shirley estate was bought a few years ago by W. Elliott Woodward, who cut it up into lots, run a street through the estate which was named Shirley street, the mansion was then removed from Dudley street, where it had stood for over a hundred years, to Shirley street. On the south of the Shirley estate ran the brook forming the boundry between Roxbury and Dorchester, it can be seen on the right hand side of the engraving, entering the South Bay. The brook formed what is now known as Brook avenue, the brook running through a sewer in the street.

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VIEWS OF BOSTON, FROM WILLIS' CREEK ON THE NORTH, DORCHESTER NECK ON THE SOUTH, AND A VIEW OF THE HARBOR FROM FORT HILL.

These views were reproduced from Des Barre's Coast Charts, published in London, in 1776, of which frequent mention has been made in this work. The view of Boston from Willis' Creek, now known as Miller River, which separates Cambridge from Somerville, shows accurately the appearance of Boston, on the north side, at the time of the commencement of the Revolutionary war. On the right of the engraving will be observed the Charles River, which was not crossed at that time by a single bridge. Then comes the high lands, forming the western boundary of the town, thence running easterly on the slope of the hills, are the buildings, wharfs and shipping. Back of the town and shipping, is seen the memorable Dorchester Heights, from which the second view was taken entitled, "A View of Boston from Dorchester Neck," now known as South Boston Point. This view shows us the south side of Boston taken at the same time as the one on the north. On the right of the view is seen Noddle's Island, now East Boston, the entrance to the Mystic and Charles Rivers and the place from whence the previous view was taken; then comes the town and high land, consisting of Pemberton, Beacon and West Hills. Still further along on the left will be observed the Neck, with the fortifications at its narrowest part, over which float the flag of England. Next comes the main land, on which the town of Roxbury is situated. The water on this side of the Neck is what is now known as the South Bay, formerly called Gallow's Bay, on account of the Neck being used as the place for executions. The water that can be seen on the other side of the Neck is the Back Bay, now filled in and built over by the finest residences of Boston. In the background, beyond the Neck, will be seen the high lands of Brookline. "A View of the Harbor from Fort Hill," presents an accurate view of the Harbor, as it appears, looking toward the eastward from Boston, and shows all the principal islands and the entrance to the harbor quite distinctly. The island the farthest to the right, with the buildings on it, is Castle Island, on which was the Castle, now called Fort Independence. The next island to the left, which can be distinguished by the three trees on the bluff, is Long Island. Then comes Governor's or, as it is sometimes called, Winthrop's Island, because the island was granted to Governor Winthrop very

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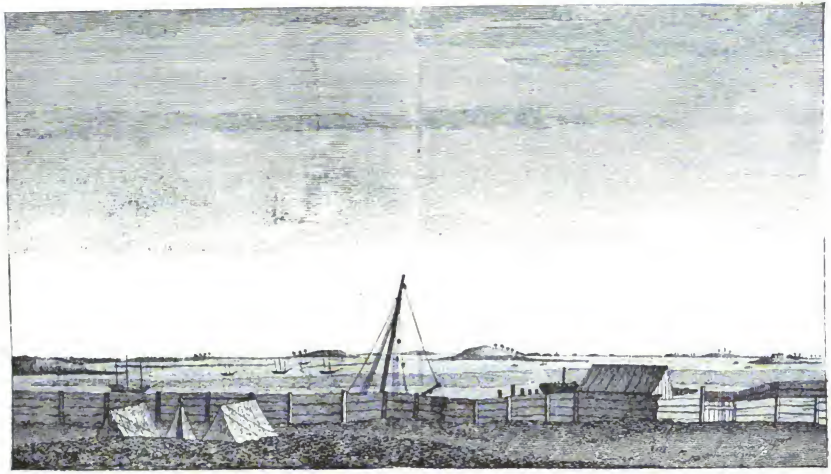

VIEW OF THE HARBOR FROM FORT HILL.

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View of the Town of BOSTON from Breeds Hill in CHARLESTOWN.

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early by the Colonial Legislature. This island is the most prominent one in the engraving and can be distinguished from the others by the row of trees on its southerly side. Then in the distance, behind the boat's rigging, can be seen Deer Island; then comes Apple Island, with three trees on the northerly side; the low lying land beyond is Point Shirley, on which can be seen four trees; then comes Winthrop. On the extreme left is seen a high point of land jutting out into the foreground, this is Noddles Island, now East Boston; the shoal extending out beyond this point is Bird Island Shoal, once an island of considerable size.

VIEW OF THE TOWN OF BOSTON FROM BREED'S HILL, CHARLESTOWN.

This engraving is reproduced from the Mass. Magazine for June, 1791, and the following description accompanies it: "The present plate exhibits a perspective view of Boston, the adjacent country, and islands of the harbor, as they crowd on the view from the memorable heights of Charlestown. It occupies a rich variety of scenery, whether the eye is directed towards a town that has lately emerged like a phœnix from its ashes, or takes in that masterpiece of ingenuity which unites opposing and remote points of land together. The towering height of Beacon Hill column, the tall spires of majestic steeples, the flag of commerce waving on the sturdy mast, the immensity of different buildings, the extension of wharves projecting on the billows, the lucid appearance of Castle William, the sea-green beauties of the rolling flood and smiling fields in summer's robe arrayed, are happily united in the charming prospect and arise in such animated gradations as leaves no vacuum. Perhaps it may not be amiss to add that Breed's Hill and Dorchester Heights (both of which are within the point of vision,) are the high places of America sacred to independence."

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THE OLD ELM.

The following terse history of the "Old Elm" was copied from an oval tablet on the iron gate that guards the enclosure where once flourished this venerable land mark:

THE OLD ELM.

This tree has been standing here from an unknown period. It is believed to have existed before the settlement of Boston, being fully grown in 1722. Exhibited marks of old age 1792, and was nearly destroyed by a storm in 1832. Protected by an iron enclosure in 1854.
J. V. C. SMITH, MAYOR.

During a severe storm in the month of February, 1876, it was destroyed, notwithstanding the great care taken to preserve it, its branches being secured by iron bars, bands and braces.

For years it was one of the most important historical attractions of the Common and it may be said of the city. It was of great size, measuring twenty-four feet in circumference and was seventy two feet high. It is believed to have been nearly one hundred years old when first seen by white men, and in Bonner's map of Boston, published in 1722, it is indicated as a full grown tree.

A fine young elm now spreads its branches from the iron enclosure and bids fair to long perpetuate the memory of the parent tree. In the earliest maps of Boston but three trees are shown on the Common, one of these was the Old Elm, then known as the "Great Tree." Near it stood the Powder House.

The supposition is that the witchcraft and other executions which took place on the Common in our early history were performed from limbs of this tree. The shooting of Matoonas, one of King Philips' sagamores, is thought to have occurred under its branches, and it is certain that during the revolutionary struggles it was one of the places of constant resort of the Sons of Liberty. Many a tory was hung in effigy from its branches. Perhaps on this account it acquired the name of "Liberty Tree," which it bore in 1784, in honor of its sister elm long and familiarly known by that name at the corner of Essex and Washington Sts., and which had been destroyed by the British in 1755. The engraving—a *Mezzotinte*—here given of the Old Elm was reproduced from the June number of the Polyanthos for 1813, In addition to the Elm

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OLD ELM AND BOSTON COMMON.

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it shows the Frog pond, with Beacon street at the right and the old rope walks at the left. "The view was drawn and engraved," the periodical says, "by Master J. Kidder, a youth of Boston and is his first essay in the art of *aqua tinta*." The view was taken from the wall near the head of West street.

OLD ELM DESTROYED FEBRUARY 15, 1876.

The above view of the Old Elm was made from a photograph taken a short time before its destruction. A limited edition of the ANTIQUE VIEWS OF BOSTON is bound with a veneer made from this venerable tree, covering the entire back cover, on which is printed a view of the old tree and an autograph letter from Mayor Cobb (who was mayor of Boston at the time of its destruction), certifying to its authenticity.

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SOUTH-EAST VIEW FROM AN EMINENCE NEAR BOSTON COMMON, 1790.

This interesting view was reproduced from the Massachusetts Magazine for November, 1790, by the Photo-Electrotype Engraving Process. The following descriptive matter is copied from the magazine: "The rising ground, from whence the accompanying prospect was taken, is situated near Governor Hancock's mansion, and commands a beautiful view of the south-east of Boston, with a vast extent of private and public buildings, wharves, shipping, and water. At a distance are seen, the memorable heights of Dorchester, whose formidable appearance in 1776, discomfited the military nerves of Britain, and eventually necessitated a retreat from the capital of Massachusetts. The great variety of objects, that crowd upon the point of vision, are too numerous for detail. Suffice it to observe, that the busy din of the town, and the quiet stillness of the rural hamlet, appear in striking contrast, and furnish a luxuriant feast to the contemplative and philosophic mind."

The engraving shows distinctly the Neck that connects the town with the mainland. to the right of the Neck is seen the Back Bay, on the left the South Bay. In the background, on the extreme right, will be observed the hills of Brookline, Roxbury and Dorchester, then a gap between the hills which are connected by another neck, with three other hills on the left, formerly known as Dorchester Heights, now South Boston. On these three hills are now situated the following places: On the one the farthest to the right, Thomas Park and the Reservoir; on the middle one, the Institution for the Blind; and on the one farthest to the left, Independence Square. The foreground of this engraving shows the Common, the Old Elm and the Tremont Street Mall. The shore line of the Back Bay, as shown here, is about where Charles street now is. The view was probably taken from the site of the New State House. The building in the foreground, at the right, is thought to be that of Hancock's or Copely's. Nearly all the territory shown here is now included in Boston; the Public Garden and the finest residences in the city are located on what was the Back Bay, the larger portion of which has been filled in during the past twenty-five years. That portion of Dorchester, now South Boston, was annexed in 1804, Roxbury in 1868 and Dorchester in 1870.

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SOUTH-EAST VIEW OF BOSTON.

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NIX'S MATE ISLAND.

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NIX'S MATE ISLAND.

This is supposed to be the only known view that there is in existence that shows Nix's Mate Island before its destruction. It is copied from Des Barre's Coast Charts, frequent mention of which has been before made in this work. The site of this island is now marked by a peculiarly shaped monument,—a tall pyramid upon a stone base.—the whole about thirty-two feet in height, and resting on what, at low tide, appears to be an extensive shoal, covered with stones of a suitable size for ballast for vessels. This shoal of about an acre in extent is what remains of a once respectable island, as far as size is concerned, as may be seen by the following record made in 1636: "There is twelve acres of land granted to John Gallop upon Nix's Island, to enjoy to him and his heirs forever, if the island be so much." This view of the island was taken about 1775, and shows the island very much washed away on all sides. Long Island Head, on which the light-house is now situated, is seen on the right of Nix's Mate. Long Island then stretches away on the left, showing the cove where the fishermen now are, which is fringed with trees in this engraving. To the right of Long Island Head is seen the hills of Dorchester and Roxbury, and the town of Boston. There is a story connected with this island, that the mate of a certain Captain Nix was executed on it for the killing of his master; and that he, to the time of his death, insisted upon his innocence, and told the hangman that, in proof of it, the island would be washed away. The island was used for many years for the execution and burial of pirates. Captain Frye and others were gibbeted on this island as a warning and spectacle to others, especially seafaring men. There was once land enough on this island to answer for pasturage ground and less than a hundred years back the island was used for the purpose of grazing sheep.

NIX'S MATE.

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THE CASTLE.

Very soon after the settlement of Boston, the civil authorities began to consider the question of erecting defenses in the harbor, in addition to the fort on Fort Hill. July 29, 1634, Governor Dudley and his Council repaired to Castle Island, with "divers Ministers and others," and there agreed upon erecting two platforms and one small fortification, and the Deputy-Governor, Mr. Ludlow, was appointed to oversee the work. This was the first fortification erected on the island, but in after years it was allowed to go to decay, and was abandoned.

In the year 1643, the inhabitants of Boston experienced great alarm and mortification in having their weakness exposed to the observation of a foreign power. This was caused by the unexpected arrival of a French armed ship, under La Tour. He, however, came on a friendly mission, he and his company being French Protestants. It was observed at the time that, had this been a hostile ship, it might have carried off the guns of the fort and two ships then in the harbor, and even sacked the town. After the departure of La Tour, a special court was called by the Governor to act upon the important subject of putting the fort in repair. Several of the towns had determined that if the General Court would not repair the fort they would do it at their own expense. However, after "much debate," it was decided to grant a hundred pounds for its maintenance when it should be in defence and a garrison of twenty men residing in it. The work of rebuilding the Castle was earnestly pressed, and Mr. Richard Davenport was appointed to take command of the fort, which position he retained till July 16, 1664, when he was struck dead at the Castle by lightning. He was succeeded by Capt Roger Clap, who remained in command of the Castle for twenty-one years. March 21, 1674, the Castle, being chiefly built of wood, was accidently consumed by fire. A new fort was immediately built. In 1689, the fort was taken from Governor Andros, without firing a gun. A new fort was built, in 1701, of brick, in a very substantial manner, and called Castle William, in honor of William the Third. When the British evacuated Boston, they destroyed Castle William. After the provincial forces took possession, they repaired it and, in 1797, its name was changed to Fort Independence.

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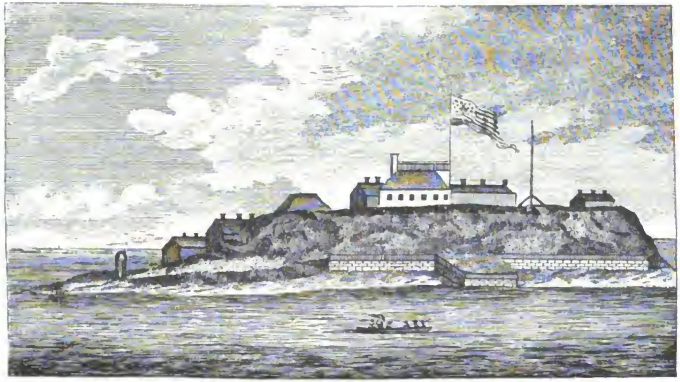

THE CASTLE.

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SOUTH BATTERY.

As early as 1632, a fort was begun on the eminence then called Cornhill, but soon changed to the Fort-Field, and finally to Fort Hill. The Bostonians were aided by their brethren in Charlestown, Roxbury and Dorchester; two years after, it was declared in a state of defence. This battery and fort acquired a celebrity as the theatre of the seizure and deposition of Governor Andros, by the train bands, who approached the hill by the rear and then divided, a part going around by the water to the battery. A few soldiers in the works retreated up the hill to the main body, and the towsmen turned the guns upon them. Andros was forced to yield himself a prisoner. The keys of the castle were next extorted from him, and the bloodless revolution was ended.

The Sconce or water-battery, which is shown in the foreground of our illustration, was probably not built until sometime after the main work, perhaps at the time of the Dutch war. It was constructed of whole timber, with earth and stone between, and was considered very strong. In time of peace it was in charge of a gunner only, but had its company assigned to it in case of danger. In 1705, it was commanded by Captain Timothy Clark, who was ordered to furnish an account of the ordinance, ammunition, etc., "meete to bee offered hys Grace the Duke of Marlborough Great Master of her Majestye's Ordinance."

In 1743, the battery mounted thirty-five guns; at this time no work appears on the summit of the hill. In 1774, Jeremiah Green was Captain, with the rank of Major. The British continued to hold it with a garrison, and had a laboratory there. Colonel Pomeroy's regiment, the 64th, occupied the Hill in November 1768. The Welsh Fusileers, who had won a splendid name for valor at Minden, were posted there in 1774, and in 1775, the works contained four hundred men. After the evacuation, the works were found greatly damaged, but were occupied and strengthened by the Americans. Du Portail, chief engineer of the American army, came to Boston in October, 1778, to make a survey of the works, when this, with others, was strengthened and put in the best posture of defence. Subsequently, in 1779, when Washington was fortifying the passes of the Hudson on a great scale, the heavy guns were removed from all the works here and sent forward to the army against which Clinton was then advancing.

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NORTH BATTERY.

The first mention of what was afterwards known as the North Battery occurs in the records of January, 1644, when a work at Merry's Point was agreed upon. There was, however, no definite action taken until 1664, when there appeared propositions about a fortification at the North End "att Walter Merry's Point." Johnson's "Wonder-Working Providence" speaks of the forts on Copp's and Fort Hill as "the one well fortified on the superficies thereof with store of great artillery well mounted. The other hath a very strong battery built of whole timber and filled with earth," the latter being the North Battery. In 1706, a project was brought before the town to extend the North Battery one hundred and twenty feet, with a breadth of forty feet, and £1000 were voted for the improvement and security of the work. John Steele had command in 1750.

The 52nd, 43rd and 47th British regiments, with companies of grenadiers and light infantry, embarked from the North Battery on the day of Bunker Hill, as did also the 1st Battalion of Marines, led by Mayor Pitcairn, of Lexington fame, who fell a victim to the murderous fire from the fatal redoubt while gallantly urging on his men to the attack.

> "Hark, from the town a trumpet! The barges from the wharf
> Are crowded with the living freight, and now they're pushing off.
> With clash and glitter, tramp and drum, in all its bright array,
> Behold the splendid sacrifice move slowly o'er the bay!"

When Lord Howe evacuated Boston, the North Battery was armed with seven twelve pounders, two nine pounders and four six pounders, all rendered unserviceable. From its position, the work commanded the entrance to Charles River, as well as the Town Cove, and was deemed of the highest military importance in those days of short-range artillery. The town sold the North Battery to Jeffrey and Russell. It became Jeffrey's wharf between 1789 and 1796, and is now Battery wharf, in memory of its ancient purposes.

Our views of the North and South Batteries formed the headings for certificates of membership of an enlisted "Montross," or under gunner. The Massachusetts Historical Society possesses the original copperplate of the North Battery, engraved by Paul Revere. The South Battery engraving was reproduced from the only known copy, belonging to the Essex Institute of Salem.

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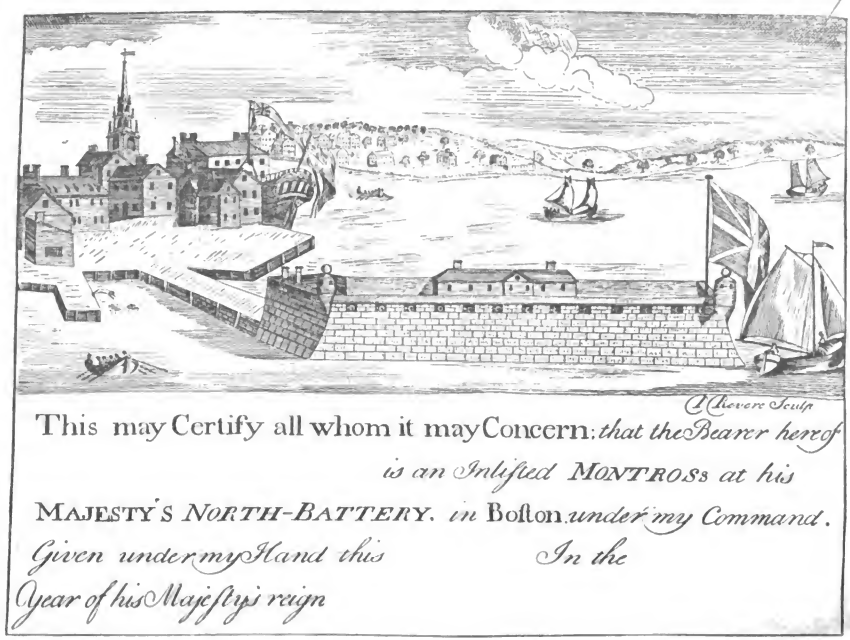

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BOSTONIANS PAYING THE EXCISEMAN.

A short time previous to the Revolution, many cartoons were published in Boston and London illustrative of the difficulties then existing between the people and the government. We herewith present two characteristic engravings of that period. The one entitled "The Bostonians Paying the Exciseman, or Tarring and Feathering," is one of a set of cartoons published in London in 1774, and is here faithfully reproduced by the Photo-Electrotype process. The taxing of America was first moved in Parliament in March, 1764. The result was the Stamp Act, imposing a tax on all notes, bonds, &c. The reception of this news in Boston was received with universal indignation, which was boldly expressed. The stamp agents were compelled to resign, and the act wholly disregarded. This is represented in the Cartoon by the manner in which the stamp act is posted on the Liberty Tree, where the first resistance to the obnoxious law took place which led to its repeal. These disturbances were still fresh in the minds of the people when the East India Company sent several vessels to Boston loaded with tea. The people declared they would not pay any duty on it, and on the arrival of the ships a violent meeting took place in Faneuil Hall and the Old South Meeting-House, whence a party of thirty men, disguised as Indians, went to Griffin's Wharf and in less than two hours more than five hundred chests of tea were thrown into the harbor. This scene is represented in the engraving. It is not probable that any exciseman was tarred and feathered; the object of the Cartoon was to show how the authority of the government was wholly disregarded in Boston.

LANDING A BISHOP.

The Episcopal form of worship was always disagreeable to the Congregationalists, but it was the power that endeavoured to impose it, on which their eyes were steadily fixed. If Parliament could create dioceses and appoint bishops, it could introduce tithes and crush heresy. The ministry entertained the design of sending over a bishop to the colonies, and controversy for years ran high on this subject. So resolute, however, was the opposition to this project that it was abandoned. This controversy, John Adams says, contributed as much as any other cause to arouse attention to the claims of Parliament. The spirit of the times is well represented in a cartoon in the Political Register of 1769, which we have reproduced.

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of artillery. Sept. 30, the vessels of war, now amounting to about twelve, sailed up the harbor, and were ranged in a formidable manner about the northeast part of the town and came to anchor. The next day, in the forenoon, the men embarked in the boats of the squadron, and at twelve o'clock were landed at Long Wharf; thence they marched up King Street to the common; here they were joined by the artillery company about three o'clock. With these were two pieces of cannon. Here the 29th regiment encamped. The 14th, in the evening, marched to Faneuil Hall, and a portion were quartered in the City Hall (Old State House); then the main guard was posted opposite the House, and two cannon were drawn up, unlimbered and levelled against it. The 59th and the artillery company were quartered in stores on Griffin's wharf. Thus the town was converted into a garrison. The inhabitants could not go about their ordinary occupations without being challenged at every corner by sentinels. Nothing transpired at the landing of the troops bearing a show of opposition by the people. All ideas of resistance were stifled, notwithstanding it was reported in England the previous August that 10,000 armed men stood ready in Boston to oppose the landing of the king's troops. Such a display of troops in brilliant uniforms attracted great attention and in many cases indignant admiration.

The accompanying engraving, representing the landing of the troops, is an exact reproduction of Paul Revere's well known engraving, reduced slightly in size.

"PERSPECTIVE VIEW OF BOSTON HARBOR."

This engraving is considered as a companion view to the Revere engraving, illustrating the same subject, but giving an opposite view, that of the harbor and islands. It is of great value, as it shows the general appearance of the islands at that period. It is reproduced from a water color drawing in the possession of the New England Historic Genealogical Society. There is also another similar drawing in the Essex Institute of Salem. This is believed to be the first engraving made of it.

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STATE STREET MASSACRE.

From the time of the occupation of Boston by British troops, in 1768—admitted by Governor Bernard—frequent collisions between the people and the soldiery became quite common. The influence of these brutal affrays extended far and wide, and that the soldiers committed frequent outrages is no doubt true, but they were greatly exaggerated; and, probably, in nine cases out of ten, the soldiers were the abused party. It was their misfortune to occupy an uncomfortable position, and those were to blame that sent them, and not the poor soldiers. The tragedy represented by our engraving took place March 5th, 1770. It commenced soon after nine o'clock on a bright moonlight evening. Two young men, named Archibald and Merchant, came down Cornhill together and attempted to pass through Boyleston's alley, in which a sentinel was posted, without answering his challenge. There was in company with the sentinel "a mean-looking Irishman," who had in his hand a large cudgel. A scuffle ensued, in which Archibald was struck on the arm and Merchant had his clothes pierced and his skin grazed, and in turn he struck the soldier with a stick he had with him. The Irishman returned to the barracks to alarm the soldiers, and immediately returned with two of them; by this time the noise had brought several people to the place, and one of them knocked the soldier down. The soldiers retreated to the barracks, followed by their assailants. Immediately a dozen of the soldiers came out armed, and the people dispersed, followed by the soldiers as far as Dock Square, where some blows were given and received. The officers, however, succeeded in causing the soldiers to return to their barracks in Brattle street, where they were followed and besiged by the mob. Then some among the crowd cried out "Now for the Main Guard! Dammthe dogs! Let us go and kill the damn'd scoundrel of a sentry!" The sentinel of the Custom House, (which stood on the corner of Royal Exchange Lane and King street, and which can be seen in the engraving,) was the object aimed at by a part of the mob,* who pressed upon him crying out "kill him, knock him down!" with other similar expressions. The poor sentinel retreated up the steps of the Custom House,

* John Adams, in his "Plea for the Defense of the Soldiers," says: "We have been entertained with a great variety of phrases to avoid calling this sort of people a mob. Some call them shavers, some call them geniuses. The plain English is, they were, most probably, a motley rabble of saucy boys, Negroes and mulattoes, Irish teagues and outlandish jack-tars; and why we should scruple to call such a set of people a mob I can't conceive, unless the name is too respectable for them."

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beset by a shower of missels. He loaded his gun, which the mob observing, hallooed "Fire and be dammed!" He then tried to gain admittance into the house, failing which he called upon the Main Guard which was stationed at the Town House, within hearing. The Main Guard on that day was commanded by Captain Thomas Preston, who, learning of the trouble, said "I will go there myself to see they do no mischief." The bells were set ringing, which many supposed was for a fire in King street. Somebody told Capt. Preston that it was a plan of the people to give notice of an intended massacre of the soldiers, and that a tar-barrel was to be fired on Beacon Hill to bring in the people from the country. These rumors must have given the officers great alarm. Meanwhile the soldiers were pressed upon and insulted by the mob, led by a mulatto named Chrispus Attucks and a number of sailors, to such an extent that the only way they could keep upon their feet was by presenting charged bayonets and forming a half-circle in front of the Custom House. The soldiers were unable to keep off the crowd, even with fixed bayonets, having their guns knocked this way and that with clubs. Capt. Preston, at the utmost peril, stood for a time between his men and the mob, using every endeavour to prevent futher outrage; but all to no purpose, while some called out, "Come on, you bloody backs, you lobster scoundrels! Fire if you dare! Fire and be dammed! We know you dare not."* Immediately after, a soldier received a severe blow from a club, upon which he stepped a little on one side, leveled his piece and fired. Captain Preston remonstrated with him for firing, and while he was speaking he came near being knocked down by a blow from a club aimed at his head.

The noise and confusion was now great, some calling out "Fire, fire if you dare! Damn you, why don't you fire!" with horrid oaths and imprecations. No one could tell whether Capt. Preston or anybody else ordered the men to fire, but fire they did, some seven or eight of them. The mob, seeing that the soldiers were in earnest, began to leave the ground, fearing the firing might be continued. The time occupied thus far, from the time the attack began on the sentinel in King street, had not exceeded a half hour. The result of the firing was that three lay dead on the ground,

* It was understood by the people that no soldier was allowed to fire his piece under any circumstance, unless ordered to do so by the Civil Magistrate. Gov. Hutchinson, on arriving on the ground, reproached Capt. Preston for allowing his men to fire.

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two mortally wounded and several slightly. On the return of the people to remove the dead, the soldiers, supposing they were coming to renew the attack, leveled their guns to fire upon them, but the Captain struck them up with his hands and thus prevented further bloodshed. A citizen informed the Captain that there were 5000 people coming armed to take his life and the lives of his men. He therefore disposed his men into street firing parties. The people had set up the cry: "To arms! to arms! Turn out with your guns, every man!" and the drums were beating to arms in every quarter. As the officers of the 29th were repairing to their regiment, some were knocked down by the mob and very much injured, and some had their swords taken from them. Under the influence of a number of distinguished citizens, and the Lieut. Governor and Col. Carr, the people were persuaded to go to their homes, and thus ended the memorable 5th of March, 1770.

In the morning, a large number of the inhabitants held a town meeting at Faneuil Hall. The crowd was immense, and an adjournment to the Old South was necessary. A vote was passed, that, as it was impossible for the soldiers and people to live together in the town, that a committee should be appointed to request their immediate removal. This had the desired effect, and Col. Dalrymple pledged his honor that the troops should be removed immediately, and they were removed to the Castle, agreeably to promise.

Captain Preston and the soldiers engaged in this affray were arrested and tried for murder. The counsel for the government were Robert Treat Paine and Samuel Quincy, and for the prisoners John Adams, Josiah Quincy and Sampson Salter Blowers. Adams' plea in their defence was very eloquent. Two were found guilty of manslaughter and were branded on the hand with a hot iron in open court, and then discharged. All the others were acquitted.

Our engraving was reproduced from a print taken from a copper-plate, engraved by Paul Revere. The plate is still in existance, and can be seen at the State House. The description of the massacre is compiled from Drake's History of Boston.

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LIBERTY TREE.

In 1774 this tree, with another, stood in the enclosure of an old-fashioned dwelling at the southeast corner of Essex and Washington Streets. In the Washington Street side of the wall of the building, now occupying its site, will be found a handsome free stone bas-relief, representing a tree with wide-spreading branches, this is placed directly over the spot where stood the famed Liberty Tree. An inscription says that it commemorates:

LIBERTY 1765.
LAW AND ORDER.
SONS OF LIBERTY: 1776.
INDEPENDENCE OF THEIR COUNTRY 1776.

The open space at the junction of the four corners of Washington, Essex, and Boylston Streets was once known as Hanover Square, from the royal house of Hanover. and sometimes as the Elm neighborhood, from the magnificent elms with which it was environed. It was one of the finest of these elms that obtained the name of Liberty Tree, from its being used on the first occasion of resistance to the obnoxious Stamp Act. In 1766 when the repeal of the Stamp Act took place, a large copper plate was fastened to the tree inscribed in golden characters:—

"*This tree was planted in the year 1646, and pruned by order of the Sons of Liberty, Feb. 14th, 1766.*"

In 1775, the tree, having become offensive to the tories and their British allies, was cut down by a party led by one Job Williams. One of their number being accidently killed in attempting to remove a limb. Some idea of the size of the tree may be formed from the fact that it made fourteen cords of wood. The ground about the tree was popularly known as Liberty Hall. In August, 1767, a flagstaff was erected, which went through and above its highest branches. A flag hoisted on this was a signal for the assembling of the Sons of Liberty for action. One Captain Mackintosh, supposed to have been a blacksmith at the South End, was the first Captain-general of Liberty Tree.

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LIBERTY TREE.

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PAUL REVERE.

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PAUL REVERE.

Paul Revere is a name of which every Bostonian is justly proud. He was a native of Boston, but descended from the sturdy Huguenots, Rivoire being the ancient family name. He was a goldsmith by trade, but took up the art of engraving on copper, of which he has left many specimens. He engraved the plates, made the press, and printed the paper money for the Provincial Congress. He was the principal engraver in the colony at the time of the Revolution, and a number of the illustrations in this work were engraved by him. It was due to his skill as an engraver that many of the views of that period have been handed down to posterity.

When the troubles began with the mother country, Paul Revere was one of the first to advocate a vigorous resistance to this British misrule; and no patriot stood ready to risk more, or dare more in the cause of freedom, than did he. His name stands second on the roll of the famous tea-party of December 16, 1773.

In the fall of 1774, and winter of 1775, he organized, in connection with about thirty other mechanics, a committee for the purpose of watching the movements of the British soldiers, and gaining every intelligence of the movements of the tories. They held their meetings at the Green Dragon Tavern, and so thorough were these self-appointed guardians of the public safety in the search for information, that within a few hours from the time that Gen. Gage gave the order to march on Lexington and Concord, no less than three different messengers came to Paul Revere with the startling news, notwithstanding Gen. Gage declared that he imparted the knowledge to Earl Percy and one other only.

Our engraving of Paul Revere's habitation and probable birthplace was copied from an etching, made by Darius Cobb of this city. The building is situated in North Square and built in the old Dutch style, having been erected soon after the great fire of 1676, which swept away this portion of the old city. Drake tells us that from this house Paul Revere gave the striking exhibition of transparencies on the evening of the anniversary of the Boston Massacre. The old pump in the rear was never known, when in repair, to refuse the purest of spring-water to man or beast; and it continued in constant use until the introduction of Cochituate water. Teams would come down from Middle street (now Hanover,) and the horses, by putting their heads through an opening

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in the fence, could quench the thirst of a dusty day to their satisfaction. What is Lathrop Place, now leading from Hanover street, was then a passage-way leading to the rear of this house. On the night of April 18, 1775, when the British troops were stationed in North Square, this gave the patriot a clear passage, by Middle street, to North (Christ) Church, with his lantern, which gave warning far and near of the intended march on Lexington and Concord.

At the request of the Provincial Congress, he established the first powder mill in the province, and the second in the colonies. He went to Philadelphia to visit the only mill in operation, but the proprietor would only let him pass through his mill; this, however was enough for a man of his ingenious mind, and he soon established a powder mill at Canton.

After the evacuation he was appointed lieutenant-colonel of a regiment of militia, and accompanied the Penobscot expedition of 1779.

In 1783, after the peace, he established a cannon and bell foundry at the North End; and later, bought the old powder mill at Canton, where he began the manufacture of rolled copper bolts, spikes, etc. The copper bolts used in the construction of the "Constitution," "Old Iron Sides," were made by Paul Revere. In 1795 he was one of the organizers of the Charitable Mechanics Association, and served as its first president.

The proprietorship of the works at Canton still remains with the Revere Copper Company, successors to Paul Revere & Son. The president of the company is a grandson of Paul Revere.

No more striking instance of the immense strides of modern enterprise can be found than from the fact that, in 1812, rolled copper was sent from Canton to Philadelphia by ox teams; while in 1870, only fifty-eight years later, cars were loaded with copper ore on the Pacific coast, and sent to Canton, and returned thence to San Francisco laden with copper rolled into sheets and bars. Revere's remains lie in the old Granary Burial Ground.

Our portrait of Paul Revere was copied from a painting in the possession of the Charitable Mechanic Association.

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HOUSE OF PAUL REVERE.

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PROVINCE HOUSE.

This ancient abode of the royal governors was situated nearly opposite the head of Milk street. The place is now shut out from view by a row of brick stores standing on Washington street. It was built, as a private enterprise, by one of the most opulent merchants of olden times, Peter Sargent, Esq., who purchased the land of Col. Samuel Shrimpton, Oct. 21, 1676, and completed the building in 1679. It was purchased of his widow by the Colonial Legislature, April 12, 1716, for the use and entertainment of the governor of the Province. The price paid for it was £2,300. When the Mansion House became public property it was a magnificent building. No pains had been spared to make it not only elegant, but also spacious and convenient. It stood somewhat back in its ample lot, and had the most pleasant and agreeable surroundings of any mansion house in town. It was of brick, three stories in height, with a high roof and lofty cupola, the whole surmounted by an Indian Chief with a drawn bow and arrow, the handiwork of Deacon Shem Drown—he who made the grasshopper for Faneuil Hall. The house was approached over a stone pavement and a high flight of massive stone steps, and through a magnificent doorway, which might have rivalled those of the palaces of Europe. Two stately oaks of very large size and magnificent proportions reared their verdant tops on either side of the gate separating the grounds from the highway, and cast a grateful shade over the approach, through the beautiful grass lawn in front of the mansion. Separating the grounds from the street was an elegant fence with highly ornamented posts. At each end of this, on the street, were small buildings which served as porters' lodges.

This palatial mansion was the abode of the following royal governors: Shute, Burnet, Shirley, Pownall, Bernard, Gage, and last of all, Sir Wm. Howe. Here was held the council between Gen. Gage and Earl Percy, relative to the expedition to Lexington, and which ended so disastrously. On the morning of June 17, 1775, another council of war was held here by Gen. Gage and his officers, at which was present Generals Howe, Clinton, Burgoyne and Grant. Grant and Clinton proposed to land the troops at Charlestown Neck, under protection of the ships, and take the Americans in reverse. This plan, which would have resulted

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probably in the capture of the entire provincial force, was disapproved by Gage, who feared to place his men, in case of disaster, between the intrenched Americans and reinforcements from Cambridge. It was an anxious consultation, and resulted in the battle of Bunker Hill.

After the evacuation of Boston, the Province House property was confiscated and became a "Government House." The eastern half was occupied by the Governor and Council, Secretary of State, and Receiver-General. The other half was the dwelling of the Treasurer. In 1811, the State gave the property to the Mass. General Hospital, who leased it to David Greenough for ninety-nine years. He erected the stores now in front of it, and converted the building to the uses of trade. It became a tavern, a hall of negro-minstrelsy, and was finally destroyed by fire, October, 1864, leaving only the walls standing, which is all that now remains of the Old Province House. Our engraving of it was made from sketches taken a short time before it was leased and altered over. The royal arms and the Indian vane are on exhibition in the Old State House.

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OLD PROVINCE HOUSE.

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GENERAL GAGE.

On the 15th of October, 1768, Gen. Thomas Gage arrived in Boston from New York. He was a veteran officer, had seen hard service under Gen. Braddock, being severely wounded at the Monongahela battle, and carried a musket ball in his side for the remainder of his life as a sad memento of that fatal battle; there he fought side by side with Washington. An intimacy then existed between them, which was cherished afterward by a friendly

THOMAS GAGE, THE LAST ROYAL GOVERNOR.

correspondence, and which only terminated twenty years after when they appeared opposed to each other, at the head of contending armies; the one obeying the commands of his sovereign, the other upholding the cause of an oppressed people. History repeats itself. How many cases similar to this occurred 85 years later, when brother officers in arms appeared against each other at the head of hostile armies, and friendship and brotherly love was changed

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to deadly hatred! General Gage was now in the prime of life, being about forty-eight years of age. He was the second son of Thomas Viscount Gage and served with great credit under several commanders at Fontenoy, and Culloden, and in Braddock campaign. He married an American lady, the daughter of Peter Kemble, Esq., president of the Council of New Jersey; he had eleven children, six sons and five daughters. A niece of the General by this marriage was the wife of the late Gen. Wm. H. Sumner of Jamacia Plain. Lord Abingdon of Wytham married Emily, daughter of Gen. Gage; her maternal grandmother was Margaret, daughter of the Hon. Stephen Van Cortlandt of New York. Gen. Gage was appointed to the government of the colony in 1774 and occupied the Province House. Here was held the famous council between the Governor and Earl Percy, relative to the Concord expedition that led to the battle of Lexington, which was so mysteriously noised abroad, and which Gage declared he had imparted the knowledge of to only one other (supposed to be his wife). Even Lieut.-Col. Smith, who was entrusted with the command, did not know its destination. As Percy was going to his quarters from this interview, he met a number of townspeople conversing near the Common. As he went towards them one of them remarked, "The British troops have marched, but will miss their aim." "What aim?" asked the Earl. "The cannon at Concord," was the answer. Percy retraced his steps to the Province House where the chief heard with surprise and mortification the news that the movement was no longer a secret. He declared he had been betrayed. If the information was conveyed to Paul Revere by Gen. Gage's wife, as many have since been led to believe it was, then it is a parallel case to that where history again repeats itself during the late civil war, when it was commonly reported that the wife of the President gave information obtained from her husband to her brother, who was an officer in the confederate army.

After the Battle of Lexington and Bunker Hill, Gen. Gage was recalled to England. Before his departure he received several testimonials from his friends. The Council and the leading loyalists presented separate addresses expressing gratitude for his civil and military services, and highly eulogistic of his personal character. October 10th he sailed for England and Gen. Howe, his successor, took command in his stead. Our portrait of Gen. Gage is reproduced from Sumner's History of East Boston. He died April, 1788, aged about 67.

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FOUR ORIGINAL DRAWINGS OF LEXINGTON AND CONCORD,
APRIL 19, 1775.

As the interests of Boston were closely connected with the march of the British to Lexington and Concord on the 19th of April, 1775, the publishers of this work have obtained permission of the trustees of the Cary Library at Lexington to copy the four original prints which quaintly and, it is believed, correctly represent the action of that remarkable day. These famous engravings are here faithfully reproduced, on a somewhat smaller scale, but without embellishment. Their special value consists in the fact that they are from drawings made on the spot during the same year, with all the assistance which eye-witnesses could give; and, although rude in perspective and in execution, they are regarded as the most accurate representations of the battle that have ever been made.

In the American army, which was formed at Cambridge immediately after the commencement of hostilities, there were two young artists from Connecticut, Amos Doolittle, afterwards a well-known engraver, and a portrait painter by the name of Earl, both members of the New Haven company. During their stay at Cambridge these young men improved the opportunity of visiting Lexington and Concord for the purpose of studying the battlefield and making drawings of the several localities, the buildings, and the forces in action. The drawings were mostly made by Earl, and afterwards engraved by Doolittle, on his return to New Haven the same year. The plates were twelve by eighteen inches in size, and have been claimed to be the first series of historical prints ever published in this country. The Connecticut Journal of Dec. 13, 1775, contains the following advertisement:

"THIS DAY PUBLISHED

And to be sold at the store of Mr. James Lockwood, near the College in New Haven, four different views of the battle of Lexington, Concord, &c., on the 19th of April, 1775.

"Plate I., the battle of Lexington.

"Plate II., a view of the town of Concord, with the ministerial troops destroying the stores.

"Plate III., the battle of the North Bridge in Concord.

"Plate IV., the south part of Lexington, where the first detachment was joined by Lord Percy.

"The above four plates are neatly engraven on copper from original paintings taken on the spot.

"Price, six shillings per set for plain ones, or eight shillings colored."

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These engravings have now become exceedingly rare. The plates were long since destroyed. In 1832, a reduced copy of Plate I. was made by John W. Barber, (afterwards the author of "Historical Collections of Massachusetts,") a pupil of Doolittle's. Doolittle himself assisted in this engraving, which proved to be the last, as its original had been the first, professional work of his life.

PLATE I.

Represents the opening scene of the Revolutionary war. Between twelve and one o'clock on the morning of the nineteenth of April, 1775, intelligence reached Lexington that a large body of the king's troops had started from Boston under orders, as was supposed, to seize the provincial stores deposited at Concord. The alarm was immediately given and the militia were summoned to meet on the village green, the usual place of parade. No further tidings being received, messengers were sent to reconnoitre on the Boston road. The militia assembled and waited in arms on the common until one of the messengers returned, shortly after three o'clock, and reported that there was no sign of the troops anywhere on the road. Therefore the company was dismissed, with orders to remain within call of the drum. The men dispersed about the village, some to their homes, others to the Buckman tavern, the house on the left in the picture, with the smoking chimney. All was again quiet for a time, when suddenly, about half past four o'clock, a messenger announced that the British were within a mile and a quarter of the village, marching rapidly. Again the alarm bell was rung, and the drums beat to arms. About fifty of the militia, with guns loaded, formed at once in two lines, under Captain Parker, on the north side of the green. The British force, numbering about eight hundred grenadiers, light infantry and marines, under Lieut.-Colonel Smith, had left Boston about ten o'clock the previous evening. They had not marched far before they found that the news of the expedition had gone in advance and alarmed the people in all directions. Colonel Smith therefore deemed it wise to send forward six companies under Major Pitcairn to secure the bridges at Concord as soon as possible, while he sent back to General Gage for re-enforcements. It was this detachment under Pitcairn that appears in the center and background of the picture. Before reaching the common they had been ordered to halt, prime and load, and then, doubling their

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ranks, they moved on with a shout up to the meeting-house (the large three-storied building in the center of the picture), where a portion of their number left the road and filed off in platoons upon the common. Here they were confronted with the town's militia, who had assembled, not for the purpose of attacking the king's troops, but to defend themselves and their homes from any unlawful violence. They had received express orders not to fire unless they were fired upon. Of course fifty men could do nothing against six or eight hundred regulars, yet there they stood, ready to assert their rights even at the peril of their lives. Major Pitcairn now rode forward on the left of his line, and, denouncing the provincials as rebels, commanded them with an oath to throw down their arms and disperse. This they refused to do, whereupon Pitcairn drew a pistol and discharged it, ordering his men at the same time to fire. They did so, and with terrible effect. Eight patriots were left dead upon the ground, and ten were wounded! The gallant little company was broken. Cries of distress rent the air. Captain Parker, to prevent further slaughter, ordered his men to withdraw. As they did so, several of them returned the fire, wounding one or more British soldiers and hitting Pitcairn's horse in two places. When the firing ceased, a few red-coats pursued the retreating farmers up the road and over into some of the adjacent fields, but they soon returned, and the whole column re-formed and took up the line of march about sunrise, having first fired a volley and huzzaed three times in token of victory. The provincials succeeded in capturing six of the regulars,—the first prisoners taken in the Revolution. Of the buildings in the picture, the tavern still remains in excellent preservation. The meeting-house was taken down in 1793. Upon the erection of its successor, the following year, with a bell-tower, the detached belfry, which had done such good service, was removed to the estate of Captain Parker and used as a corn-barn and workshop. The tongue of the bell is now in the Library at Lexington. The house on the right of the belfry, across the road, was the Dudley tavern, which was taken down in 1867. The village green remains substantially as it was. The bodies of the slain rest beneath the simple monument erected by the State of Massachusetts in 1799.

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PLATE II.

Represents the arrival of the British in the village of Concord, about six miles beyond Lexington and eighteen from Boston. The meeting-house is seen on the extreme left, the town-house on the right, and the old Wright tavern in the center. Colonel Smith and Major Pitcairn (evidently caricatured) are standing in the cemetery, the latter with a field-glass watching the movements of the provincials on the hill beyond the north bridge. In the rear of the meeting-house a small detachment may be seen engaged in destroying the military stores collected there for the use of the militia. The British had encountered no opposition on the road from Lexington. News of their approach had reached Concord at an early hour, and the alarm had been widely spread, messengers being dispatched to arouse the neighboring towns. Every possible precaution was made to meet the enemy. Many of the military stores were removed to places of safety. The militia and minute-men paraded on the green in front of the meeting-house, and some companies went out about two miles on the Lexington road to reconnoitre. Seeing the regulars approaching rapidly, they fell back upon a hill overlooking the road, within a quarter of a mile of the common. Here they were joined by Col. Barrett, their senior officer, who had returned from secreting the colony's stores and ammunition. It was now seven o'clock. The sun was shining brightly upon the scene. Through clouds of dust, the British were advancing with gleaming bayonets, rolling drums and measured tread. It was useless to attempt resistance there, and so the provincials at once retired to a hill beyond the river, about a mile to the north, in order to watch the enemy and wait for re-enforcements. Meanwhile the king's troops marched into Concord in two columns, the infantry coming over the hill from which the Americans had retired, and the grenadiers and marines following the high road. On reaching the court house, Colonel Smith ordered six companies (about two hundred men), under Capt. Parsons, to hold the bridges and destroy certain stores on the other side. With the balance of his command he remained in the center of the town, destroying such things as he could lay hands on The real loss, however, proved to be but slight. About sixty barrels of flour were emptied, half of which was afterwards saved; three cannon had their trunnions knocked off; sixteen new carriage-wheels and a few barrels of wooden trenchers and spoons

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were burned; the liberty-pole was cut down; and about five hundred pounds of balls were thrown into the pond and wells. The court house was set on fire, but was happily saved. The meeting-house (No. 7) was built in 1712, and repaired in 1791. It was in this building that the Provincial Congress sat in 1774–5. The present Unitarian church is constructed of the old timbers, although the appearance is materially changed. The old Wright tavern, in the center of the picture, remains in good condition to the present time.

PLATE III.

Represents the engagement at the North Bridge. Capt. Parsons, who had been sent out by Col. Smith with a detachment of light infantry, posted Capt. Laurie with three companies at the bridge, while he proceeded to Colonel Barrett's house in search of stores. The Americans had gathered on the high ground, west of the bridge, and now numbered about four hundred and fifty men, representing many of the neighboring towns. From their rendezvous they could readily see the movements of the British, both at the bridge and in the town where the destruction of stores was going on. The increasing fires in the village filled them with apprehension, and they determined, after a brief consultation, to cross the bridge and move on to the defense of the town. Capt. William Smith of Lincoln volunteered with his company to dislodge the guard at the bridge. Capt. Isaac Davis, who commanded the Acton minute-men, drew his sword, and, turning towards his company, said, "I have n't a man that's afraid to go." Col. Barrett ordered the advance, but instructed them not to fire unless they were fired upon. The command was given to Major Buttrick of Concord, who led the column to the bridge. He was supported by Lieut.-Colonel Robinson of Westford. It was about ten o'clock when they started for the river, the Acton company in front, led by the gallant Davis. They marched in double file and with trailed arms. The British guard, numbering about one hundred men, were then on the west side of the river. Seeing the provincials approach, they recrossed the bridge and began to take up the planks. Major Buttrick remonstrated against this, and hurried his men forward along the narrow causeway leading to the bridge The British now drew up in line of battle on the opposite side and immediately opened fire upon them. The first shots did no serious execution; one or two were wounded; but then

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came a volley with fatal effect. Capt. Davis and Abner Hosmer of the same company both fell dead. Seeing this, Major Buttrick shouted, "Fire, fellow soldiers! for God's sake, fire!" The order was instantly obeyed. One of the British was killed and several were wounded; whereupon they retreated in confusion toward the center of the village. The Americans pursued them a short distance and then turned aside to occupy favorable positions on the adjacent hills. In the meantime, the detachment under Capt. Parsons returned from the Barrett house, crossed the bridge, and joined the main body unmolested. Two British soldiers lie buried near the stone wall where they fell. The bodies of Davis and Hosmer were carried to Acton for burial. The old bridge, which appears in the picture, was discontinued for many years, owing to a change of the Acton road. In 1875, a new one was built leading to the Statue of the Minute-Man, which stands on the site occupied by the patriots in the fatal engagement.

"By the rude bridge that arched the flood,
Their flag to April's breeze unfurled,
Here once the embattled farmers stood
And fired the shot heard round the world."

PLATE IV.

After the Concord fight, Col. Smith collected his forces, and seeing the imminent danger to which he was exposed, hastened to provide conveyances for his wounded, and, about twelve o'clock, set out on the return march to Boston. The invaders now became fugitives, and the retreat soon turned into a flight. The whole county of Middlesex had been aroused, and men poured in from every quarter with powder-horn and musket, ready to do yeoman service. Without much order or discipline they posted themselves behind houses, trees and walls, and poured an almost incessant fire into the enemy's ranks. The British column, exposed to such a galling attack in flank and rear, was thrown into the greatest confusion; several were killed and many were wounded; and had it not been that re-enforcements were awaiting them, they would inevitably have fallen into the hands of the Americans. This very emergency had been anticipated; and General Gage had sent out a brigade of about twelve hundred men with two field-pieces, under the command of Earl Percy, for the relief of the expedition. The forces met at Lexington, shortly before two o'clock in the afternoon, about a third of a mile east of the com-

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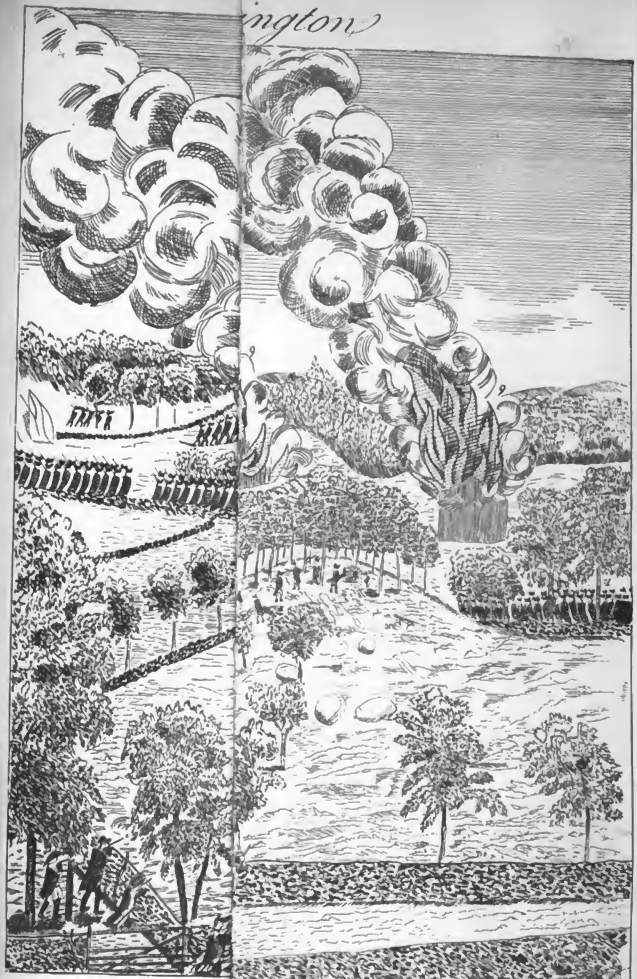

1 Co Brigade.
2 Ea ton Meting house.
3 & 4 xington

A. Doolittle Sculp.

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mon. Plate IV. represents the scene of the meeting, with the surrounding objects. The retreating column is seen on the right. "They were so much exhausted with fatigue," says Stedman, the British historian, who was present and saw them, "that they were obliged to lie down upon the ground, their tongues hanging out of their mouths, like those of dogs after a chase." In the picture the re-enforcements occupy the main road, with flanking parties thrown out on either side. One of the six-pounder field-pieces is seen on a knoll near the road (where the High school stands now). The other was placed upon the eminence to the left, beyond the troops and above the Munroe Tavern (which is not seen in the picture), where Lord Percy had established his headquarters and hospital for the wounded. These cannon were trained upon the provincials, wherever they appeared in groups in different parts of the town. One of the balls pierced the meeting-house and passed out through the pulpit window. Several have been plowed up within the last few years. Lord Percy and Col. Smith are seen holding a conference. In the background, the provincials are recognized on the Woburn road, using the stone wall as a breastwork. Many of them were excellent marksmen and used their muskets with terrible effect. Beyond the main road several buildings are seen in flames. Three houses, two shops and a barn were burned in Lexington; and many other buildings were pillaged and defaced. After a short interval of rest and refreshment the British collected their forces, and, about three o'clock, took up the line of march for Boston, placing the cannon in the rear. At every point on the road they encountered increasing numbers of the militia, who by this time had gathered in such force as to constitute a formidable foe. It was a terrible march. Many were killed on both sides, and it was with the greatest difficulty that Lord Percy was able at last, about sunset, to bring his command to Charlestown neck, under cover of the ships of war. The British lost that day, in killed, wounded and missing, 273; the Americans 93. The war of the Revolution had commenced in earnest, and was destined not to close until the independence of the United States was secure.

We are indebted to Rev. E. G. Porter, of Lexington, for the the above graphic description of the engagement at Lexington and Concord.

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BATTLE OF BUNKER HILL.

The news of the fight at Lexington and Concord spread throughout the country with the greatest rapidity, so that within two days after, such a great body of the Americans had collected, that the British were blockaded in Boston, and all intercourse with the country ceased. Consequently the people were now cut off from their customary supplies of provisions, fuel and necessaries of life. This exposed them to great distress. Civil war in all its horrors was at their doors—the sundering of social ties, the burning of peaceful homes, the butchery of kindred and friends, and the uncertanty of their own fate.

Towards the end of May, Generals Howe, Clinton and Burgoyne, with reinforcements, arrived from England, and the British army burned to try their prowess against the rebels in open fight. June 16th, 1775, the provincial Congress at Cambridge decided to take measures to fortify Bunker Hill. A detachment, under Col. Prescott commenced, at nine o'clock, its memorable march to Charlestown. On arriving on the spot, it was decided to fortify Breed's Hill, instead of Bunker Hill, as it was nearer Boston, although the order was explicit as to Bunker Hill. By the dawn of day, works about six feet in height were seen by the sailors on the man-of-war Lively. The captain immediately opened fire on the works, which alarmed the British camp, and summoned the inhabitants of Boston to witness the terrible drama about to be enacted. General Gage immediately called a council of war and it was decided to attack the Americans. The fratricidal struggle was about to commence; men of the same race and blood who had stood shoulder to shoulder in many a hard fought field, brothers, fathers and sons were about to engage in a deadly struggle that should last for years, and which eighty-six years afterwards was to be repeated over again. About twelve o'clock the several regiments marched through the streets of Boston to their places of embarkation, and two ships of war moved up Charles River to join the others in firing on the works. Suddenly the redoubled roar of cannon announced that the crisis was at hand. The Falcon and Lively swept the low ground in front of the hill, to dislodge any troops that might be posted there to oppose their landing The Somerset and two floating batteries at the ferry, and the battery on Copp's Hill, poured shot upon the American works; the Glasgow

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frigate and the Symmetry transport, moored up Charles River, raked the Neck. The troops embarked at Long Wharf and at the North Battery, and when a blue flag was displayed as a signal, the fleet, with field-pieces in the leading barge, moved towards Charlestown. The sun was shining in meridian splendor and the scarlet uniforms, the glistening armor, the brazen artillery, the regular movements of the boats, the flashes of fire and the belchings of smoke, formed a spectacle brilliant and imposing. The army landed in good order at Moulton's Point, and formed in three lines. When the intelligence of the landing of the British troops reach Cambridge, there was suddenly great noise and confusion. The bells were rung, the drums beat to arms, and adjutants rode hurriedly from point to point with orders for troops to march and oppose the enemy.

VIEW OF CHARLESTOWN FROM BEACON HILL.

The defences of the American, at three in the afternoon, were still in a rude, unfinished state. The redoubt, where the monument stands, was about eight rods square. Its strongest side, the front, facing the settled part of the town, was made with projecting angles, and protected the south side of the hill. The eastern side commanded an extensive field. The north side had an open passageway. A breastwork, beginning a short distance from the redoubt, and on a line with its eastern side, extended about one hundred yards north towards a slough. In the rear of the north corner of the breastworks, on a diagonal line, extended a fence one-half of which was stone, with two rails of wood, and a little distance in front another parellel line of fence, and the space between them filled with newly cut hay. A distance of about one hundred yards between the slough and the rail fence was open to the approach of infantry. It was the weakest part of the defences. The redoubt and breastwork constituted a good defence against cannon and musketry, but the fences were hardly more than a shadow of protection. Behind the fence was stationed Colonel John Stark with his regiment.

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The redoubt was defended by Generals Putnam, Warren, Pomroy, and Colonel Prescott. It is not known who was in command, but it is generally conceded that Colonel Prescott and General Putnam each took an equally important part in the struggle. Meantime the main body of the British troops at Moulton's Point were waiting for reinforcements to arrive, during which many of the troops quietly dined. It proved to many a brave man his last meal. It was nearly three o'clock when the barges returned with reinforcements; there had now landed nearly three thousand troops. Gen. Howe just previous to the action addressed his army in which he said "I shall not desire one of you to go a step further than where I go myself at your head," and true to his word he led his men into the entrenchments. The fire now from Copp's Hill, the ships and batteries, centered on the entrenchments; their general discharge was intended to cover the advance of the British. They moved forward in two divisions. General Howe with the right wing to penetrate the American line at the rail fence, and cut off a retreat from the redoubt. General Pigot with the left wing to storm the breastworks and redoubt. The troops moved slowly for they were burdened with knapsacks full of provisions, obstructed by the tall grass and fences, and heated by a burning sun; they regarded their antagonists with scorn and expected an easy victory. The Americans coolly waited their approach. Their officers ordered them to reserve their fire. "Wait until you see the whites of their eyes." "Fire low." "Aim at their waistbands." "Pick off the commanders." "Aim at the handsome coats." The troops kept firing as they approached the lines. The order was at last given to the Americans to fire, when there was a simultanious discharge from the redoubt and breastwork that did terrible execution on the British ranks. But it was received with veteran firmness, and for a few minutes was sharply returned. The Americans being protected by their works, suffered but little, but their murderous balls literally strewed the ground with the dead and wounded of the enemy. General Pigot was obliged to order a retreat, when the exulting shout of victory rose from the American lines. General Howe, in the meantime, led the right wing against the rail fence. The light infantry moved along the shore of Mystic river, to turn the extreme left of the American line, while the grenadiers advanced directly in front. The Americans first opened on them with their field pieces with great effect, some of the can-

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non being fired by Putnam. This drew the enemy's fire, which they continued with the regularity of troops on parade. At length the word was given to fire. Many were marksmen, intent on cutting down the British officers. They used the fence for a rest for their pieces, and the bullets were true to their message. The companies were cut up with terrible severity and so great was the carnage that the columns a few moments before so proud and firm in their array were disconcerted, partly broken, and then retreated. And now moments of joy succeeded long hours of toil, anxiety and peril. The American volunteer saw the veterans of England retreat before his fire, and felt a new confidence in himself. The result too was obtained with but little loss on his side.

Charlestown in the meantime, had been set on fire by shells fired from Copp's Hill and by a party of marines from the Somerset. Gen. Howe in a short time rallied his troops and immediately ordered another assault. They marched in the same order as before, firing as they approached the works. The American officers ordered their men not to fire until the enemy were within five or six rods of the works. At length the prescribed distance was reached, and the terrible fire prostrated whole ranks of officers and men. The enemy stood the shock and continued to advance with great spirit, but the continued stream of fire that issued from the whole American line was even more destructive than before. Gen. Howe, opposite the rail fence, was in the hottest of it. Two of his aids, and other officers near him, were shot down, and at times he was left almost alone. At length the British were compelled to retreat, many running towards their boats. The ground was covered with the killed and wounded. Gen. Howe resolved to make another assault. Some of his officers remonstrated against the decision, and averred that it would be downright butchery to lead men on again, but other officers preferred any sacrifice rather than suffer defeat. The boats were at Boston; there was no retreat. "Fight, conquer or die!" was their repeated exclamation.

A force of four hundred marines had landed, and Gen. Clinton, who had witnessed from Copp's Hill the retreat of the troops, joined Gen. Howe as a volunteer in the attack. A different mode of attack was decided on. The men were ordered to lay aside their knapsacks, to move forward in column, to reserve their fire, to rely on the bayonet, to direct their main attack on the redoubt, to push forward the artillery to a position that would enable it to rake the

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breastwork. The gallant execution of these orders reversed the fortunes of the day. Gen. Howe, whose fine figure and gallant bearing were observed at the American lines, led the grenadiers and light infantry in front of the breastwork, while Generals Clinton and Pigot led the extreme left of the troops to scale the redoubt. On the right the artillery soon gained its appointed station, enfiladed the line of breastworks, drove its defenders into the redoubt for protection, and did much execution within by sending its balls through the passage-way. When the British had reached within about twenty yards of the works a deadly volley was poured upon the advancing columns, which made them waver for an instant, but they sprang forward to the assault without returning it. Clinton and Pigot reached a position on the southern and eastern sides of the redoubt, where they were protected by its walls. It was now attacked on three sides at once, and was soon successfully scaled. Gen. Pigot, by the aid of a tree, mounted a corner of it and was closely followed by his men. The conflict was now carried on hand to hand; many stood and received wounds with swords and bayonets. The British continued to enter and were advancing towards the Americans when Colonel Prescott gave the order to retreat. The British, with cheers, took possession of the works, but immediately formed, and delivered a destructive fire upon the retreating troops. Warren, at this period, was killed and left on the field, and the loss of the Americans were greater than at any other period of the action. In the meantime the Americans at the rail fence, under Stark, maintained their ground with firmness and intrepidity, and successfully resisted every attempt to turn their flank. This line was nobly defended and the force here did a great service, for it saved the main body, who were retreating in disorder from the redoubt, from being cut off by the enemy, and when it was perceived that the force under Colonel Prescott had left the hill, then these brave men at the fence gave ground. The whole body of Americans were now in full retreat, crossing the brow of Bunker Hill. At this place occured the greatest slaughter. Gen. Putnam rode to the rear of the retreating troops, exclaiming, "Make a stand here, we can stop them. In God's name, form, and give them one shot more." It was impossible to check the retreat, notwithstanding reinforcements arrived. Colonel Scammons, with a part of his regiment, and Captain Foster's artillery company, reached the top of Bunker Hill, but immediately retreated

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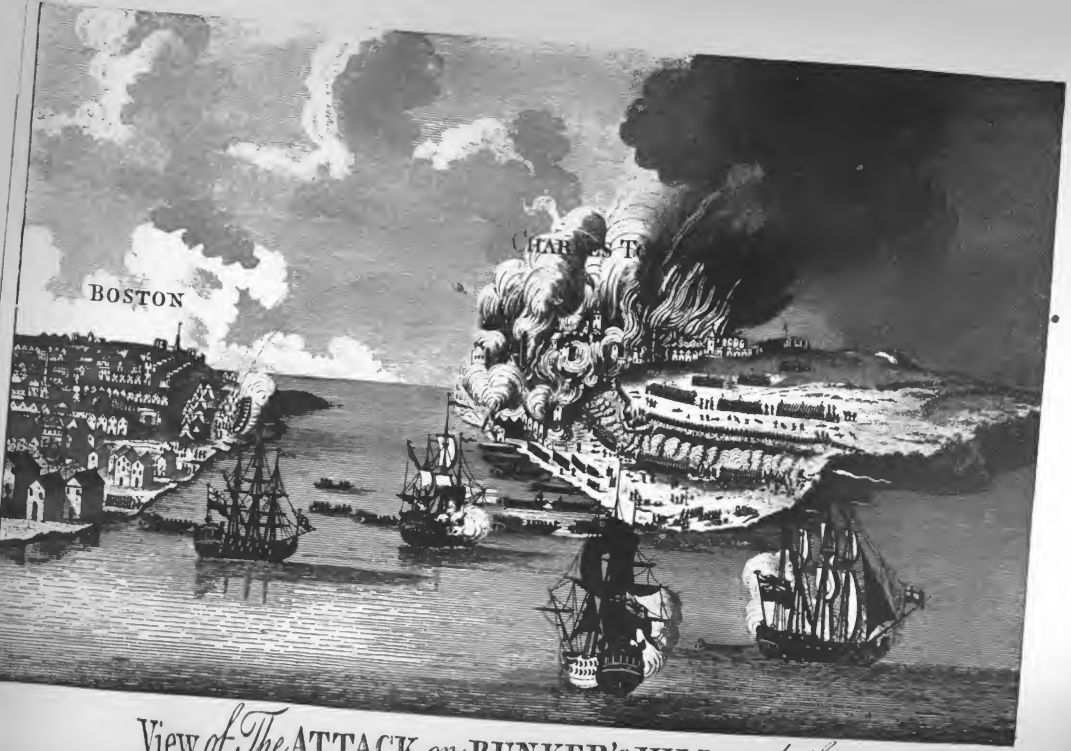

View of The ATTACK on BUNKER's HILL, with the
Burning of CHARLES TOWN, June 17. 1775.

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with the rest, so fierce was the onslaught of the British. The whole body retired over the Neck, amidst the shot from the enemy's ships and batteries, and were met by additional troops on their way to the heights, who also joined in the retreat. The British troops took possession with a parade of triumph the same hill that had served them for a retreat on the memorable nineteenth of April. The Americans retreated to Winter Hill, Prospect Hill, and Cambridge. Both sides felt indisposed to renew the action the following day. The loss of the peninsular dampened the ardor of the Americans, and the loss of men depressed the spirits of the British.

It is impossible to state the number of troops engaged on either side. Colonel Sweet says the number of the Americans during the battle was fluctuating, but may be fairly estimated at three thousand five hundred who joined in the battle and five hundred more who covered the retreat. Gen. Putnam's estimate was two thousand two hundred. This is as near accuracy as can be arrived at. Gen. Gage, in his official account, states the British force at "something over two thousand." Americans who counted the troops as they left the wharves in Boston, state that five thousand went over to Charlestown, and probably not less than from three to four thousand were actually engaged. The time the battle lasted is estimated at one hour and a half. The loss of the Americans were, killed one hundred and fifteen, wounded three hundred and five, captured thirty. Total, four hundred and fifty. They also lost five pieces of cannon out of six, and a large quantity of entrenching tools.

The British loss was ten hundred and fifty four; of these two hundred and twenty six were killed, including nineteen officers, among whom were Lieutenant-Colonel Abercrombie at the head of the grenadiers who was shot while storming the works. He was a brave and noble-hearted soldier; and when the men were bearing him from the field, he begged them to spare his old friend Putnam. "If you take Gen. Putnam alive," he said "don't hang him; for he's a brave man." Major Pitcairn, the commander of the marines, was also killed. He had been wounded twice; then putting himself at the head of his force he again stormed the redoubt, calling out, "Now for the glory of the marines!" He received four balls in his body and as he fell his son exclaimed "I have lost my father." "We have all lost a father," was the echo of the regiment, by whom he was much loved. His son bore his body to a boat,

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and thence to Prince street, where he expired. He was widely known from his connection with the events at Lexington, and was a kind, courteous and accomplished officer, and an exemplary man.

Among the American officers killed was Gen. Warren, and Cols. Gardner and Parker afterwards died of their wounds. Gen. Warren exerted great influence in the battle. Having been one of the prime movers in the Revolution, he decided to devote his energies to promote it in future battle-fields. He was elected Major General, June 14th, and on June 16th he officiated as President of the Provincial Congress. Though opposed to the measure of occupying so exposed a post as Bunker Hill, yet he avowed the intention if it should be resolved upon to share the peril of it. He accordingly armed himself and proceeded to Charlestown, where he was tendered the command by Col. Prescott and Gen. Putnam, which he declined, saying "Tell me where the onset will be the most furious." "Where I can be the most useful." He passed into the redoubt where the men received him with cheers. He mingled in the fight, behaved with great bravery, and was among the last to leave the redoubt. He lingered even to rashness in his retreat, and had not proceeded far when a ball struck him in the forehead and he fell to the ground. On the next day visitors to the battle-field recognized his body, and it was buried where he fell. After the British left Boston, the sacred remains were sought after and again identified, and were at first deposited in the Tremont Cemetery and subsequently in the family vault under St. Paul's Church, and were again removed, a few years since, to Forest Hill Cemetery. The intellegence of his death spread a gloom over the country. No one was more widely beloved, or was more highly valued. Gen. Howe could hardly credit the report that the President of Congress was among the killed, and is said to have declared that this victim was worth five hundred of their men.

No engagement of the Revolution possesses an interest so deep and peculiar, or produced consequences so important, as the Battle of Bunker Hill. It is remarkable on many accounts—in being the first great battle of the contest; in the astonishing resistance made by the militia against veteran troops. It proved the quality of the American soldiers, and established the fact of open war between the colonies and the mother country. It was a victory under the name of a defeat. And yet, at first, it was regarded with disappointment and indignation, and whether private or official, accounts

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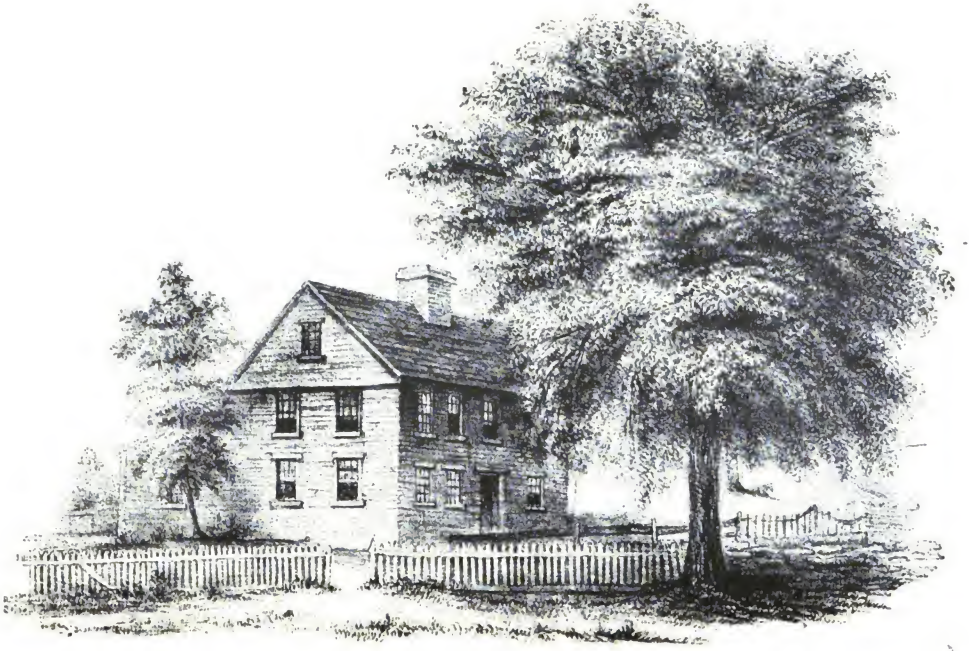

BIRTHPLACE OF GENERAL WARREN.

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of it are rather in the tone of apology than of exultation. The enterprise was considered rash in the conception, and discreditable in the execution. No one for years came forward to claim the honor of having directed it. Passing events are seldom accurately estimated, but as time rolled on its connections with the great movement of the age appeared in its true light. Hence the Battle of Bunker Hill now stands out as the grand opening scene of the American Revolution.

Our view of the attack on Bunker Hill and the burning of Charlestown is reproduced from "Barnard's History of England," and is considered a very rare print.

A PLAN OF THE ACTION AT BUNKER'S HILL.

This map was published in 1777, and was made by Lieut. Page, an engineer of the royal navy, and is from an actual survey by Captain Montresor. Lieut. Page particularly distinguished himself in the storming of the redoubt, for which he received Gen. Howe's thanks. "This gentleman," says the London *Chronicle*, Jan. 11th, 1776, "is the only one now living of those who acted as aid-de-camp to Gen. Howe, so great was the slaughter of officers that day." He was on the field for months after the action, and doubtless often visited the redoubt which he helped to storm, and thus he would be likely to master the details of the battle, while his profession as an engineer and his services as a soldier qualified him for the work of preparing a plan of the battle, which is considered the most accurate of any published. The size of the original is 19x26.

A view of the heights and hills is more fully represented on a sketch drawn in 1775. It is entitled "A View of Charlestown and the Back Ground as far as the Narrow Pass. Taken from Beacon Hill." On the right of the picture is Moulton Hill, which was near where Chelsea Bridge commences. Near this hill on a point, now a portion of the Navy Yard, the British army landed.

BOSTON AND ITS ENVIRONS.

This plan of Boston and its vicinity during the Revolutionary period was reproduced from Marshall's Life of Washington. It is compiled from Lieut. Page's and Henry Pelham's plans, made for the use of the British army during its occupation of Boston, following Page for the harbor and Pelham for the country. It shows accurately the lines and camps around Boston during the siege.

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WARREN'S HOUSE, 1775.

Dr. Joseph Warren, in the latter part of 1770, leased a house belonging to Joshua Green, Mayor Green's great grandfather, which stood on Hanover street, about opposite the head of Elm street. The site is now occupied by the American House. A letter written by George Green to Joshua Green, under date of December 5th, 1770, says: "My mother has let out the house to one Dr. Warren, and boards with him, as she did not choose to move out of a place she has been so long used to. She reserves for herself the two front chambers, and keeps her maid and negro man." Dr. Warren's wife died in April, 1773, leaving four young children, but he continued to reside in Hanover street until he finally left Boston to give his whole and undivided attention to the preparation for the coming struggle. His important relations to the Provincial Congress and the Committee of Safety, no less than prudence regarding his personal welfare, demanded that he should remove himself from the domination of General Gage.

WARREN'S BIRTHPLACE.

This house was built in 1720 by Joseph Warren, Gen. Warren's grandfather. It was situated on a farm, several acres in extent, which, after his death, a few years later, was cultivated carefully by his son Joseph. The "Warren Russet" apple was a well known variety of fruit at that time. It was used as quarters for Col. David Brewer's regiment in the summer of 1775. Joseph was killed by a fall from one of his apple trees, Oct. 23, 1775. His widow, Mary Warren, mother of Gen. Warren, died here at the extreme age of ninety, in 1803. It was occupied by Samuel Warren, a younger brother of the General, until 1805, when, at his death, it came into the possession of Dr. John C. Warren. In 1846 the old house, being in ruins, was pulled down, and a handsome stone house was built on the site by Dr. Warren, who intended it as a memorial not only of his uncle, the General, but of his father, John Warren, the first Professor of Anatomy at Harvard University. Dr. Warren, dying in 1856, bequeathed the estate to the present owner, Dr. J. Collins Warren. This picture is taken from an engraving in his possession, made in 1840, and the above description is written by him.

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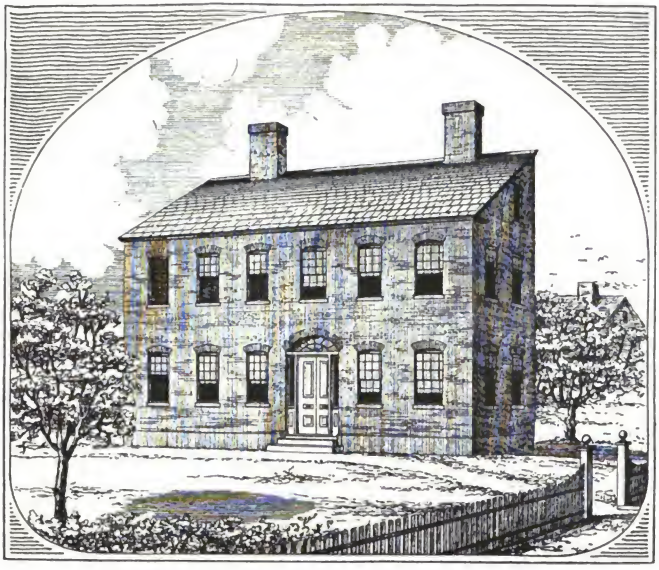

THE HOME OF GEN. JOSEPH WARREN.

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WASHINGTON ELM, CAMBRIDGE.

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WASHINGTON ELM, CAMBRIDGE.

On the meeting of the Second Continental Congress in Philadelphia, May 10th, 1775, its most important duty was to appoint a commander-in-chief of the patriot forces. It was a task of great delicacy and difficulty. John Adams of Boston moved that the army then besieging Boston should be adopted by Congress as a Continental army, and he would propose for commander-in-chief of same a gentleman of Virginia who was there present. His remarks were so pointed that all present percieved them to apply to Colonel Washington, who, upon hearing this reference to himself, retired from his seat and withdrew. When the ballot was taken it was found that Colonel Washington was unanimously elected. Before the election it had been voted to pay the General five hundred dollars a month for his expenses. On this point Washington said, "I beg leave to assure Congress that no pecuniary consideration could have tempted me to accept this arduous employment at the expense of my domestic ease and happiness. I do not wish to make any profit from it. I will keep an exact account of my expenses. Those, I doubt not, you will discharge, and that is all I desire." This appointment was made two days before the battle of Bunker Hill. It then took a week to travel from Philadelphia to Boston by the quickest mode. Washington, in company with Generals Charles Lee and Philip Schuyler, immediately set out on horseback to join the army at Boston. They had scarcely proceeded twenty miles before they met a courier with tidings of the great battle that had been fought. Washington eagerly asked for particulars, and when told that the militia had stood their ground bravely, exclaimed "The liberties of the country are safe." Under the ancient elm at Cambridge, yet standing, in the presence of the soldiers drawn up in line, and women and children from all parts of the country, he took formal command of the army, July 3, 1775.

This majestic tree stands on Garden street, near the westerly corner of the Common, and may possibly have belonged to the primeval forest, and, if it could speak, would be an interesting chronicler of events. Within its shade the settlers erected their rude log houses, and here also was laid the foundation of Harvard College, the first educational establishment in New England. Not far from it was the spot where the public town meetings were held, and also the tree under which the Indian council-fires were lighted more than two centuries ago.

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THE FORTIFICATIONS ON BOSTON NECK

In the olden times, and for a long number of years after the settlement of Boston, there was only one carriage enterance to the town, and that was through Roxbury and over the Neck. By referring to the Bonner map, in this work, it will be observed that by severing this connection Boston would be an island. One of the first cares of the early settlers was to take precaution against Indian attacks. "We began a Court of Guard," says Winthrop, under date of April 14th. 1631, "upon the Neck between Roxbury and Boston, whereupon there should be always resident an officer and six men." The gates of this primitive barrier, erected at the narrowest part of the Neck, where Dover street now is, and which had disappeared by the end of the century, were constantly guarded and were shut at a certain hour in the evening, after which none were allowed to pass in or out. In 1710, fortifications were constructed, with foundations of brick and stone, upon the site of the old ones, having a parapet of earth, with embrasures for cannon on the front and flank and a deep ditch on the side next to Roxbury. There were two gates, one for carriages and one for foot passengers. In Sept. 1774, affairs began to look serious and Gage, the royal governor, proceeded to strengthen the old and to erect new works in advance of them, digging a deep fosse into which the tide flowed at high water in front of the former, severing Boston for the time from the main land. While this work was going on the people, whose curiosity led them to watch its progress, would speak slightingly of it and say, "Gage's mud walls are nothing to old Louisburg, and, if necessary, would be no more regarded than a beaver's dam." The recollection of that remarkable achievement caused them to depreciate this comparatively slight barrier; but the skill of Montresor, Gage's engineer, soon made it formidable enough to deter the Americans from attempting an assault, which could hardly have ended otherwise than in failure. The Dover street work was called the "Green Stone Battery," the warehouse, then standing on the site of the William's Market, being of that color. Excavations just south of the market, in 1860, revealed the remains of this old fort. The position of the advanced work, which was much stronger, was between Dedham and Canton streets, a point from which the first unobstructed view, in front, is obtained as far as Roxbury. It mounted twenty guns of heavy calibre, besides six howitzers and a mortar battery. The redan was flanked by a

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bastion on each side of the highway, from which the lines were continued across the marshes. The road passed through the centre of both lines, the first having a gate and drawbridge. A third and smaller work, lying between the others, on the eastern sea margin, bore on Dorchester Neck (South Boston) and took the left curtain and bastion of the main work in reverse. After the battles of Lexington and Bunker Hill, these works became of great strategetic importance, and were the principal lines of defence during the siege of Boston. Just one month before the siege began a committee of the Provincial Congress on the present state of the operations of the British army reported: "That two mud breastworks have been erected on Boston Neck at the distance of about 90 or 100 rods in front of the old fortifications, the works well constructed and well executed. The thickness of the merlons or parapet is about 9 feet, the height about 5 feet, the width of the ditch at the top about 12 feet, at the bottom 5 feet, the depth 10 feet. These works are already completed and at present mounted with 10 brass and 2 iron cannons. A barrack is erecting behind the breastwork on the N. side of the Neck." "The old fortification at the entrance of the town of Boston is repairing and greatly strengthened by the addition of timber and earth to the walls of the thickness of about 12 feet. These works are in considerable forwardness, and at present 10 pieces of iron cannon are mounted on the old platforms. A block-house, brought from Governor's Island, is erecting on the S. side of the Neck at the distance of about 40 or 50 rods from the old fortification. This work is but just begun."

A plan of these works being desired at headquarters, John Trumbull, adjutant of Spencer's Connecticut regiment, (afterwards celebrated as an historical painter) undertook to obtain one. He says: "I began the attempt by creeping, under the concealment of high grass, so nigh that I could ascertain that the work consisted of a curtain crossing the entrance to the town, flanked by two bastions, and I ascertained the number of guns mounted on the eastern bastion, when my further progress was rendered unnecessary by a deserter, who brought with him a rude plan of the entire work. My drawing was also shown to the General, and their correspondence proved that as far as I had gone I was correct." This probably is the origin of the engraving here shown of "A View of the lines thrown up on Boston Neck by the Minis-

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terial Army." The original from which this engraving was made is a small vignette on a map, called "A Plan of Boston and its environs, 1775. Dedicated to John Hancock, Esq., President of the Continential Congress. This map of the Seat of the Civil War in America is Respectfully inscribed, By his most Obedient and Humble Servant. B. Romans."

A view of the Lines thrown up on BOSTON NECK by the Ministerial Army.
1. Boston 2. Mr Hancock's house 3. Enemy's camp on Mt Hill 4. Block house 5.5 Guardhouse 6. Gate & Drawbridge 7. Beacon Hill

The other two illustrations, "A Front View of the Lines, taken from the advanced posts near Brown's House," and a "View of the Country towards Dorchester, taken from the advanced works on Boston Neck," are both reproduced by the Photo-Electrotype Process, from J. F. W. Des Barre's Coast Charts, Published according to Act of Parliament May 30, 1776, for the use of the Army and Navy in North America, then operating in and around Boston. Enoch Brown's house and shop, of which mention is made here, was situated on the west side of the highway, between Blackstone square and Rutland street, deserves mention as the scene of the only hostile encounter that has ever taken place within the original limits of Boston. The following letter, from the American Camp at Roxbury, informs us that "on July 8, 1775, two hundred volunteers from the Rhode Island and Massachusetts forces, under Majors Tupper and Crane, attacked the British advance guard at Brown's house on the Neck within three hundred yards of their principal works. They detached six men about ten o'clock in the evening with orders to cross on a marsh up to the rear of the guard-house and there to watch an opportunity to fire it. The remainder secreted themselves in the marsh on each side of the Neck, about two hundred yards from the house. Two brass pieces were drawn softly on the marsh within three hundred yards, and upon a signal from the advanced party of six, two rounds of cannon shot were fired through the guard-house. Immediately the regulars, who formed a guard of forty-five or fifty men, quitted the house and were fired upon by the musketry, who drove them with

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A FRONT VIEW OF THE LINES ON BOSTON NECK.

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VIEW OF THE COUNTRY TOWARDS DORCHESTER.

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precipitation into their lines. The six men posted near the house set fire to it and burned it to the ground. After this, they burnt another house nearer the lines, and withdrew without losing a man." An irregular warfare was kept up on the Neck from the 17th of June till Washington took command of the army. A band of Indians, from the Stockbridge tribe, caused the British considerable trouble of which they complained with reason of this mode of warfare. A British officer writes, July 2, 1775, "Never had the British army so ungenerous an enemy to oppose; they send their riflemen, five or six at a time, who conceal themselves behind trees, etc., till an opportunity presents itself of taking a shot at our advanced sentries, which done they immediately retreat." On the 21st of June two of the Indians killed four of the regulars with their bows and arrows and plundered them. On the next day the British fired from their works and threw shells into Roxbury, this continued for several days, during which two Americans were killed in attempting to set Brown's barn on fire, and the Indians killed more of the British guard. The Indians were not alone to blame in this desultory warfare. A large body of Southern riflemen enlisted with great promptness, after the news of Lexington and Bunker Hill reached them; they marched from four to six hundred miles. In a short time large bodies arrived in camp, attracting much attention with their picturesque costumes. They were dressed in white hunting shirts, ornamented with a fringe; round hats, on which appeared the motto "Liberty or Death;" buckskin breeches, Indian moccasins and leggins, also ornamented with beads and brilliantly dyed porcupine quills; and were tall, stout and hardy men, inured to frontier life. They were all armed with rifles, tomahawks and long knives, the latter worn in the wampum belt that confined the hunting shirt to the waist. At a review a company of them, at a quick advance, fired three balls into objects seven inches in diameter, at two hundred and forty yards. With them it was a disgrace to shoot game anywhere except in the head, and they inspired such terror in the British camp that they were there spoken of as shirt tail men, with their cursed twisted guns, the most fatal widow and orphan makers in the world. One of them taken prisoner was carried to England as a curiosity. After the siege, the works on the Neck were destroyed, in order that they might not be made available to the enemy should he again obtain possession of the town. Vestiges of them were visible as late as 1822, particularly on the west side.

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PLAN OF DORCHESTER NECK.

This plan was drawn for the use of the British army in 1775, and is a copy of the plate published in "Simonds' History of South Boston." It shows the works erected there at that time, by the American forces, with every house and tree on the peninsula. The names of the occupants of the houses were added by an aged member of the Blake family, who was born in 1776. On the 22d of Dec. 1775, Congress authorized Gen. Washington to attack the British troops in Boston, notwithstanding the town and property in it might be destroyed. Washington accordingly made active preperations for erecting redoubts on Dorchester Neck, a place which had long been considered as the most convenient point from which to dislodge the enemy. Washington was certain that the taking possession of Dorchester Heights would bring on a battle, and he intended to attack Boston at the same time on the Cambridge side. Four thousand chosen men were selected to attack Boston as soon as the attention of the British should be attracted to Dorchester Heights.

On Monday night, March 4th, 1776, at about seven o'clock, two thousand men, under Gen. Thomas, marched across the causeway to Dorchester Heights. A covering party led the way, then followed the carts with entrenching tools, then twelve hundred soldiers under Gen. Thomas, and in the rear followed three hundred carts loaded with fascines and hay. The occasion was one of intense interest and excitement. The greatest silence was observed, no one being allowed to speak above a whisper. All exerted themselves to the utmost, and as by magic before daylight two forts of sufficient strength to be a good defence against grape shot and small arms were finished, and as the morning sun shone there was revealed to the British two fortifications that had no existence the evening before, and which had completely brought them into the power of their enemies. It was immediately decided by the Admiral of the British fleet that unless they were dislodged the vessels stationed in the harbor could not ride in safety, and it was also evident that the troops in Boston were now in a precarious situation. There were but two alternatives: either the town must be evacuated, or the Americans driven from the Heights. Gen. Howe could not for a moment think of quietly yielding the possession of the town, whose inhabitants had been the original cause of the war. Relying on the superior strength of his army, he immediately decided

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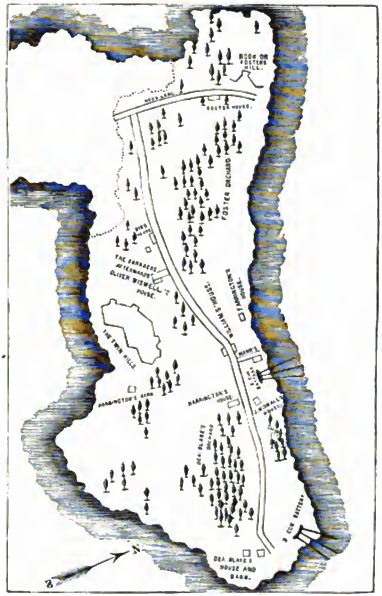

PLAN OF DORCHESTER NECK.

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to attack the entrenchments. He ordered twenty-four hundred men, under the command of Earl Percy, to repair to Castle William, and at night to assail the new works. Thousands assembled upon the neighboring hills to see repeated the scenes of Bunker Hill. The American works were now very strong. A large number of barrels filled with stones and sand were placed on the brow of the hill to be rolled down as the columns advanced. At 12 o'clock, March 5th, the troops embarked for the Castle, but a violent gale arose which prevented them from reaching their destination. During the night and the following day the storm continued, and the rain poured in torrents. The wind was so boisterous and the surf so great that it would have proved fatal to have attempted to land. In the meantime the Americans had greatly strengthened their works, and Gen. Howe felt that the fortifications were too strong to be assaulted, and concluded to evacuate the town rather than to have his army cut to pieces. Gen. Howe threatened that if his troops were molested while leaving the harbor he would fire the town, and although there was no express negotiation, yet there was a tacit understanding that the British were to leave the harbor unmolested.

On the ninth of March, Washington erected batteries on Leak and Bird's Hill, another at the Point and at Nook's Hill. This latter, from its proximity to the town, was of great importance, and Washington decided to fortify it, with a view of bringing the British completely under his power, and with the purpose of annoying the fleet if necessary. The British observing these operations opened a severe fire on Nook's Hill from their battery located on what is now Dover street. Four soldiers and a surgeon were killed, and the troops were compelled to suspend operations. Gen. Howe caused all the public stores that could not be taken away to be destroyed. Several sloops were sunk, and many cannon spiked. Early in the morning of March 17, Gen. Howe commenced the embarkation of his army. At nine o'clock a large number of troops and inhabitants left the wharves of Boston, which was observed in the American camp. Gen. Ward, with five hundred men, immediately marched over the Neck into the town just as the last remnant of the British army and loyalists dropped down the harbor. With drums beating and flags flying, the victorious troops marched triumphantly through the streets, greeted on all sides by the inhabitants of the town with the greatest joy.

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BOSTON LIGHT-HOUSE.

Early in the last century the inhabitants of Boston agitated the subject of erecting a light-house at the entrance to their harbor, in consequence of the growth of their commerce. Accordingly, in 1715, an act was passed to "build a light-house on the southernmost point of the Great Brewsters, called Beacon Island, because there had been a great discouragement to navigation by the loss of the lives and estates of several of His Majesties subjects, and that after the building of the light-house and kindling a light in it, to be kept from sun setting to sun rising, that an impost shall be paid by the masters of all Ships and Vessels, coming in and going out of the harbor, except Coasters, the duty of One Penny per Ton, inwards, and One Penny per Ton, outwards, before they Load or Unload the Goods therein."

The first light-house keeper was George Worthylake, a man familiar with every island in the harbor from childhood, having been brought up on the island where Fort Warren now stands. At the time he became keeper of the light he had a farm on Lovell's Island, where he resided. He was paid fifty pounds for his service the first year, which amount was increased to seventy the second year, in consequence of the loss of fifty-nine sheep which were drowned in the winter of 1716, through want of his care during enforced absences in attending the light. Mr. Worthylake was unfortunately drowned, together with his wife Ann and their daughter Ruth, off Noddle's Island, now East Boston, while on their way to town, and their remains now rest in Copp's Hill Cemetery. This incident was the origin of the ballad called the "Light-house Tragedy," which Franklin says he was induced by his brother to write, print, and sell about the streets, and which he said "sold prodigiously though it was *wretched stuff*."

The old light-house was much injured by fire in 1751, and was struck by lightning several times. During the revolution it was demolished and rebuilt by both the American and British forces, as the occasion arose to serve their ends thereby, as the following account from Frothingham's Siege of Boston will show:—

A party under Maj. Vose of Heath's regiment, in whale boats, landed on Nantasket Point, before day, and set fire to the light-house. At daylight the men-of-war discovered them and fired upon them. An eye-witness says: "I ascended an eminence at

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BOSTON LIGHTHOUSE.

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a distance, and saw the flames of the light-house ascending up to heaven like grateful incense, and the ships wasting their powder. Our men proceeded from thence to Point Shirley, in order to drive off some young colts that were there. A party of regulars attacked them, but were repulsed and driven into their boats." Maj. Vose returned the next day. He burnt the wooden portions of the light-house, brought off its furniture, lamps, etc., and the boats. He also brought from Nantasket a thousand bushels of barley and a quantity of hay. An armed schooner and several barges engaged the detachment, and wounded two of the Americans. Maj. Vose gained much credit for his success in this enterprise. The enemy commenced rebuilding the light-house, and July 31st, 1775, Maj. Tupper, with three hundred men, was detached with orders to disperse the working party. The enemy prepared to receive the Americans in a hostile manner. Maj. Tupper landed in good order on the island, marched up to the works, killed ten or twelve on the spot, and took the remainder prisoners. Having demolished the works, the party were ready to embark, but the tide leaving them, they were obliged to remain until its return. Meantime, a number of boats came up from the men-of-war, to reinforce those at the island, and a smart firing from both parties took place. A field piece, under Maj. Crane, planted on Nantasket Point to cover a retreat, sunk one of the boats, and killed several of the crew. Maj. Tupper brought his party off with the loss of only one man killed and two or three wounded. He killed and captured fifty-three of the enemy. Washington the next day, in general orders, thanked Maj. Tupper, and the officers and soldiers under his command, "for their gallant and soldier-like behavior." June 13th, 1776, the British fleet evacuated the harbor, and as they passed the light-house they sent their boats ashore and brought off a party of regulars, and blew up the light-house with powder, then the whole fleet made all sail they could and went to sea, steering their course for Halifax. This island was, therefore, the last spot occupied by a hostile force in Boston Harbor. The present light-house was erected in 1783, but has been refitted since then with improved apparatus. In 1860 the old tower was raised and now measures ninety-eight feet above the sea level. Its revolving light can be seen at a distance of sixteen nautical miles.

This engraving was reproduced from the Massachusetts Magazine for 1789.

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BIRTHPLACE OF GENERAL KNOX.

The parents of Knox were Scotch emigrants and came to Boston with the party that founded the Federal Street Church. The father of Knox was married in this church by Rev. Mr. Moorhead to Mary, daughter of Robert Campbell, Feb. 11, 1735 (O. S.) He was a ship master and the owner of a wharf and a small estate on Sea street. Henry, the seventh of ten sons, was born in this house, which was demolished last year (1881) on account of the extension of Essex street to Federal street, the street passing over

BIRTHPLACE OF GENERAL KNOX.

the site occupied by the house. Our engraving is copied from an old drawing and shows the house as it appeared in 1756. The cut was loaned to us through the kindness of A. Williams & Co., of the "Old Corner Book Store." Knox was present at the so called State Street Massacre, and took a prominent part in the demonstrations during the troublous times when the gathering storm of the Revolution loomed dark and threatening in the sky. At the age of twenty-one Knox began business on his own account, and we are informed by the "Gazette" of July 29, 1771, that: "This day is opened a new London Bookstore by Henry Knox, opposite Williams' Court, in Cornhill, Boston." Knox's store was a great

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resort for British officers and Tory ladies, who were the *ton* at that period. At the age of eighteen Knox joined the "Boston Grenadier Corps." The splendid uniform, military appearance, drill and efficiency of this corps gave it high renown and elicited the warm encomiums even of the British officers. By earnest study of military authors and by careful observation of the soldiery in Boston, he soon attained great proficiency in the theory and practice of the military art. Lieutenant Knox was an uncommonly good-looking officer, and while on parade attracted the attention of a young lady which soon ripened into mutual love and esteem, and resulted in a true and happy union. Her father, Thomas Flucker, Esq., a "high-toned loyalist of great family pretensions," and Secretary of the Province of Massachusetts Bay, was exceedingly averse to the match, as were, indeed, all of the young lady's aristocratic connections, who were loyalists. The marriage was announced in the "Gazette" of June 20, 1774. The young couple at once went to housekeeping, but their domestic enjoyment was rudely interrupted by the events of the 19th of April, 1775, and just one year from the day of his marriage Knox quitted Boston in disguise, (his departure being interdicted by Gage) accompanied by his wife, who had quilted into the lining of her cloak the sword with which her husband was to carve out a successful military career. Large promises had been held out to Knox to induce him to follow the royal standard, as it was thought to be of consequence to prevent so talented a young man from attaching himself to the provincials. Repairing at once to the headquarters of Gen. Ward at Cambridge, he was actively engaged on reconnoitering service on the memorable 17th of June, and upon his reports the general's orders were issued. After the battle, he lent his aid in planning and constructing works of defence for the various camps around the beleagured town. His greatest service perhaps, was the bringing of more than fifty cannon, mortars and howitzers from Ticonderoga, Crown Point, etc., to the lines before Boston. This feat was accomplished early in 1776, the ordinance being dragged on sledges in midwinter through the wilderness. Gen. Knox rendered his country services of the utmost importance during the Revolutionary war, and it was greatly due to Knox's skill and activity in providing and forwarding heavy cannon for the siege of Yorktown, that compelled the surrender of Cornwallis which led to a termination of the contest. On March 4, 1785, Knox was elected Secretary of War. He died Oct. 15, 1806, after an illness of a few days.

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WASHINGTON TRIUMPHAL ARCH AND COLONNADE.

On the occasion of the third visit of Washington to Boston he was given a grand public reception, October 24, 1789. A triumphal arch and colonnade were erected on Washington street in front of the Old State House, and from the latter he reviewed the passing throng by whom he was enthusiasticly welcomed and who in turn were gracefully saluted by him.

The Triumphal Arch was designed by Mr. Charles Bulfinch and the Colonnade by Hon. Mr. Dawes. The arch was 18 feet high, composed of a central arch 14 feet wide, and one on each side of 7 feet, with an ionic pilaster and proper imposts between them. The frieze exhibited thirteen stars on a blue ground and a handsome white cornice was carried to the height of the platform; above was painted a balustrade of interlaced work, in the centre of which was an oval tablet with the following inscriptions, on one side, "To the Man who Unites all Hearts," and on the other, "To Columbia's Favorite Son." At the end of the State House was a panel decorated with a trophy, composed of the arms of the United States, of the Commonwealth of Massachusetts, and our French Allies, crowned with a laurel wreath; over these an inscription "Boston Relieved March 17, 1776." Over the centre arch, a rich canopy of 20 feet in height was erected, with the American Eagle perched above.

The Colonnade was erected at the west end of the State House, as shown at the right of our engraving. It was composed of six large columns, fifteen feet high, and a balustrade hung in front with Persian carpets, on which were wrought thirteen roses. The circle of the Colonnade measured forty-four feet, and projected boldly into the main street, so as to exhibit in a strong light "the man of the people." Through the central west window of the State House, the President passed to the balustrade, descending from a platform four easy steps to the floor of the gallery, which was furnished with arm chairs and spread with rich carpets.

On this platform was a pedestal, covered with green, supporting the figure of "Plenty." As soon as the President entered the Colonnade he was saluted with cheers, after which an Ode was sung by a select body of singers seated under the canopy on the arch. Our engraving was reproduced from the Mass. Magazine for January, 1790, and the order of "Procession" from a copy in the Public Library.

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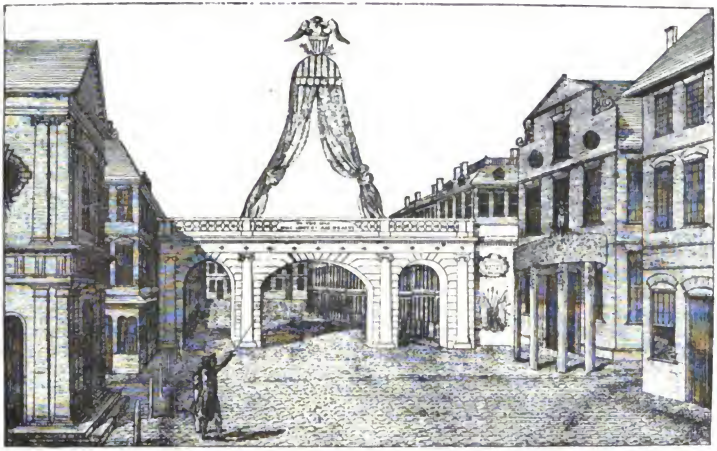

WASHINGTON TRIUMPHAL ARCH.

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Procession.

BOSTON, OCT. 19, 1789.

AS this town is shortly to be honoured with a visit from THE PRESIDENT of the United States: In order that we may pay our respects to him, in a manner whereby every inhabitant may see so illustrious and amiable a character, and to prevent the disorder and danger which must ensue from a great assembly of people without order, a Committee appointed by a respectable number of inhabitants, met for the purpose, recommend to their Fellow-Citizens to arrange themselves in the following order, in a

PROCESSION.

IT is also recommended, that the person who shall be chosen as head of each order of Artizans, Tradesmen, Manufacturers, &c. shall be known by displaying a WHITE FLAG, with some device thereon expressive of their several callings, and to be numbered as in the arrangement that follows, which is alphabetically disposed, in order to give general satisfaction.—The Artizans, &c. to display such insignia of their craft, as they can conveniently carry in their hands. That uniformity may not be wanting, it is desired that the several Flag-staffs be SEVEN feet long, and the Flags a YARD SQUARE.

ORDER OF PROCESSION

MUSICK.

The Selectmen,
Overseers of the Poor.
Town Treasurer,
Town Clerk.
Magistrates.
Consuls of France and Holland,
The Officers of his Most Christian Majesty's Squadron,
The Rev. Clergy,
Physicians,
Lawyers,
Merchants and Traders,
Marine Society,
Masters of Vessels,
Revenue Officers,
Strangers, who may wish to attend.

Bakers, No. 1.
Blacksmiths, &c. No. 2.
Block-makers, No. 3.
Boat-builders, No. 4.
Cabinet and Chair-makers, No. 5.
Card-makers, No. 6.
Carvers, No. 7.
Chaise and Couch-makers, No. 8.
Clock and Watch-makers, No. 9.
Coopers, No. 10.
Coppersmiths, Braziers and Founders, No. 11.
Cordwainers, &c. No. 12.
Distillers, No. 13.
Duck Manufacturers, No. 14.
Engravers, No. 15.
Glaziers and Plumbers, No. 16.
Goldsmiths and Jewellers, No. 17.
Hair-Dressers, No. 18.
Hatters and Furriers, No. 19.
House Carpenters, No. 20.
Leather Dressers, and Leather Breeches Makers, No. 21.
Limners and Portrait Painters, No. 22.
Masons, No. 23.
Mast-makers, No. 24.
Mathematical Instrument-makers, No. 25.
Millers, No. 26.
Painters, No. 27.
Paper Stainers, No. 28.
Pewterers, No. 29.
Printers, Book-binders and Stainners, No. 30.
Riggers, No. 31.
Rope-makers, No. 32.
Saddlers, No. 33.
Sail-makers, No. 34.
Shipwrights, to include Caulkers, Ship-joiners, Head-builders and Sawyers, No. 35.
Sugar-boilers, No. 36.
Tallow-Chandlers, &c. No. 37.
Tanners, No. 38.
Taylors, No. 39.
Tin-plate Workers, No. 40.
Tobacconists, No. 41.
Truckmen, No. 42.
Turners, No. 43.
Upholsterers, No. 44.
Wharfingers, No. 45.
Wheelwrights, No. 46.
Seamen.

N. B.—In the above arrangement, some trades are omitted—from the idea, that they would incorporate themselves with the branches mentioned, to which they are generally attached. For instance—it is supposed, that under the head of *Blacksmiths*, the Armourers, Cutlers, Whitesmiths and other workers in iron, would be included; and the same with respect to other trades.

EACH division of the above arrangement is requested to meet on such parade as it may agree on, and march into the Mall—No. 1 of the Artizans, &c. forming at the South-end thereof. The Marshals will then direct in what manner the Procession will move to meet the President on his arrival in town. When the front of the Procession arrives at the extremity of the town, it will halt, and the whole will then be directed to open the column—one half of each rank moving to the right, and the other half to the left—and then face inwards, so as to form an avenue through which the President is to pass, to the galeries to be erected at the State-House.

IT is requested that the several School-masters conduct their Scholars to the neighbourhood of the State-House, and form them in such order as the Marshals shall direct.

THE Marine Society is desired to appoint some person to arrange and accompany the seamen.

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CORNER OF WASHINGTON, WINTER AND SUMMER STS.

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Tremont Street from Court to Bromfield St.
As it appeared in 1800.

View of Tremont Street from Bromfield to West Street.
As it appeared in 1800.

View of Tremont Street from West Street to Boylston Street.
As it appeared in 1800.

View of Boylston St. from Tremont to Carver.
As it appeared in 1800.

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VIEW OF THE CORNER OF WINTER, WASHINGTON AND SUMMER STREETS.

This view is reproduced from a painting in the possession of Dr. Robert Willard, and was made about 1840. It shows what great changes have taken place in this locality within the past few years. It is now the centre of the retail dry goods trade. Many of the finest stores in Boston are located in this vicinity, and in no section of the city has real estate advanced more rapidly. Our view shows Winter street in the foreground, crossed by Washington street, across which is seen Summer street and Trinity Church.

VUE DE BOSTON.

"Prospect of the great street opposite the old South Church of the Presbyterians at Boston." This is the translation of the inscription on this print, which is one of a series of American views published at Augusbourg, Bavaria, at about the time of the American Revolution. A complete set of these views are in the Boston Public Library. This view is intended to represent a scene on what is now Washington street opposite the Old South Church. It is purely a work of the imagination as can be readily seen by the architecture of the buildings which is that of the style in vogue in European cities at that period, there being at that time no such buildings in Boston. Neither was there such a wide, straight thoroughfare in the town at that time. The only portion of the view that relates to America in the least degree, is that of the Indian with the bow which the artist has incorporated into his sketch. We have reproduced this view, not on account of any intrinsic value it may possess, but to show the conception the people of Europe had of America at that period. The size of the original views are 15½x12 inches.

TREMONT AND BOYLSTON STREETS IN 1800.

We have reproduced these views from the original drawing in the City Hall, Boston. The only buildings that we recognize on the sketch as now standing are the one on the corner of Court and Tremont streets, occupied for many years past by Silas Pierce as a grocery store, now carried on by his son; the building on the corner of School and Tremont streets, known as "Burnham's Antique Book Store;" and the building on the corner of Carver and Boylston streets. These, we believe, are all that are now standing.

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FIRST CHURCH.

This was the first meeting-house built in Boston, the situation chosen for it was on the south side of State street, where Brazer's Building now stands. The society is older than Boston itself, for it was formed in Charlestown July 30, 1630, and removed to what is now Boston, in August, 1632.

The building is said to have had mud walls and a thatched roof, which is about all the description we have concerning it. Our view of it is reproduced from a small work entitled the "Boston Revival," published in 1842, and is drawn from such descriptions and intimations as could be gathered from the early writers.

The society continued to worship in this rude structure until 1640, when the growth of population compelled them to erect a larger edifice. After some discussion they decided to build upon the site of what is now Rogers Building, lately Joy Building, an engraving and description of which will be found elsewhere in this work. The second meeting house was destroyed by fire October 2, 1711, and the third, or Old Brick, as it was afterwards called, erected on the same spot, and first occupied May 3, 1713. The cut that we present here of the Old Brick was reproduced by the Photo-Electrotype Company, from the Polyanthus Magazine. The old clock seen on the front of the church was the first, without doubt, placed in any public position in the town. The bell of the Old Brick sounded the alarm on the evening of the Boston massacre of March 5th, 1770.

Shortly after the siege of Boston, Gen. Washington, with all his staff and numerous state dignitaries, attended the service in the Old Brick. Afterwards, so the newspaper of the day says, "they adjourned to the Bunch of Grapes Tavern" to refresh the body.

In 1808 the society removed to Chauncy Place, where they remained until 1868, when the present beautiful structure on the corner of Berkley and Marlborough streets was completed.

November 9, 1881, the church celebrated the 250th anniversary of its foundation. A memorial volume containing a full account of the interesting exercises on that occasion, with the speeches delivered and four historical sermons, three of them by the pastor and one by the late Dr. Frothingham, has recently been published.

The information contained in this article was kindly contributed by the son of the present pastor, Mr. A. B. Ellis.

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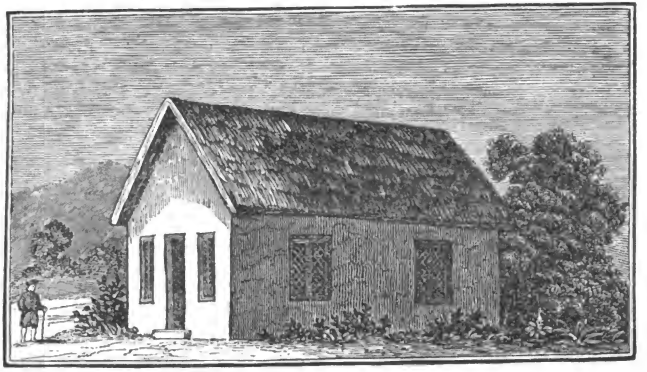

FIRST CHURCH.

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THE OLD BRICK.

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KING'S CHAPEL.

The Episcopalians became permanently established in Boston in 1686. There were Episcopalians, such as Blackstone and others, seated at Shawmut and its neighborhood earlier than any other sects. They were, however, forced out of the country, and it was not until 1664, when the Commissioners landed in Boston and demanded, in the king's name, that liberty should be given, to all who should desire it, to use the Book of Common Prayer, that the church service was performed in Boston without molestation. Even then, though protected by the King's Commissioner's, who had a Chaplain of that faith with them, no permanent footing was established, nor was there any church edifice for persons of that sect in the town. On the return of Mr. Randolph, one of the King's Commissioners, to Boston, there came with him Mr. Robert Ratcliff, an Episcopal clergyman. The old government being the next day superseded, all persons residing in Boston friendly to the English church came forward, and thus a society of Episcopalians had its beginning in Boston.

At first their meetings were held in private houses. At length application was made to the officers of the South church to be allowed to hold their meetings in the meeting-house of that society, proposing to accommodate their time of worship to the other society. This was anything but agreeable to the South society. Finding that such a privilege was not likely to be allowed, a committee waited on the Council, who granted them the use of "the east end of ye Town-house, where ye Deputies used to meet, until those who desire his ministry (Mr. Ratcliff) shall provide a fitter place." Hence it appears that the first regular meeting-place of the Episcopal society in Boston was in the Town-house.

Such was the state of affairs of the Episcopalians on the arrival of the frigate Kingfisher, December 20, 1686, which brought over Sir Edmund Andros, the first royal governor, who, the next day after his arrival, applied for one of the meeting-houses in which to perform religious services. A committee waited on his excellency to remonstrate, but it availed nothing, for in the following March Gov. Andros sent a demand for the key of the South church, "that they may say prayers there," and two days later, March 25, the Episcopalians performed their services in the South church, and continued to occupy it till Andros was deposed, in

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1689. Before that event occurred, contributions were collected throughout the country to the amount of £256, contributed by ninety-six individuals, and a house was built at a cost of £284. How the society obtained the land on which the church was built has not been discovered, but it is not at all improbable that it was taken by Gov. Andros out of the common burial-place which was given to the town by Mr. Isaac Johnson. It was of wood, and stood upon part of the ground now occupied by the present edifice, at the north-east corner of Tremont and School streets. Our drawing of it was made from a south-east view of Boston, published by Wm. Price in 1720. It gives also a good view of

THE FIRST KING'S CHAPEL.

Beacon Hill with the beacon on top of it. There were no pews in the church up to 1693. In that year the officers of Sir Francis Wheeler's fleet, which put into Boston to recruit, made up a donation for the church amounting to fifty-six pounds. The next year

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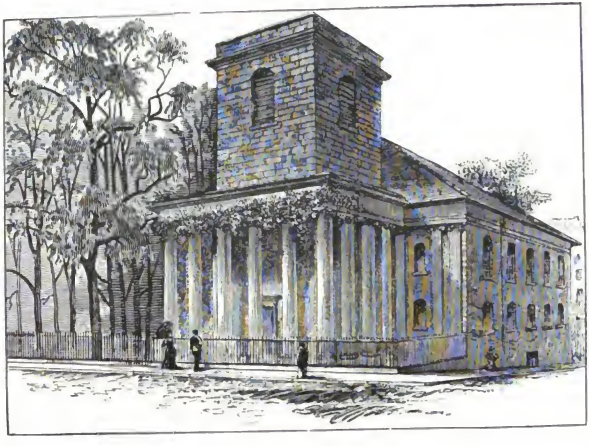

KING'S CHAPEL.

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the pews were built at an expense of eighty-five pounds. In 1689 it was provided with a bell. Between 1710 and 1713 the old church was rebuilt and enlarged to twice its original size. Mr. Thomas Brattle gave an organ when it was finished. This, no doubt, was the first organ in Boston. A clock was given in 1744. No account of the dedication of the first church has been found, but the first meeting in it is fixed upon June 30, 1687. The The second building stood until April 2, 1753, when it was taken down, and the corner stone of the present building was laid by Governor Shirley. The building was completed and opened for divine service August 21, 1754. It cost to build £7405 sterling. It has not since undergone any essential alteration in its exterior appearance. Our engraving of it is as it appears at the time of writing, 1882.

At the time of the Revolutionary war, in 1776, the society was broken up; many of its important supporters were loyalists, who fled from Boston, and with them their minister, Rev. Dr. Caner. In retaliation for what had been done by Andros, and later by the king's troops in using the South meeting-house for a riding-school, the King's Chapel was taken possession of by that society and occupied by them for a period of nearly five years, when it was again occupied by the Episcopal society, and its name changed to Stone Chapel, in conformity with other changes which grew out of a hatred to kingly authority. On the accession of Queen Ann it was called by some Queen's Chapel. It is now generally known by its old name of King's Chapel. In 1785, the society, in consequence of the doctrinal changes of its own minister, adopted a modified form of the English liturgy in place of the original, excluding all acknowledgement of the Trinity, and thus Unitarianism, as it was at length called, became a substantial reality in Boston. This society for many years remained the only one of any note in New England which was confessedly Unitarian.

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FEDERAL STREET CHURCH.

In 1720, and for several years following, many Scotch Presbyterians came to New England. Among them was Archibald Stark, the father of General John Stark, a graduate of the University of Glasgow. The vessel on which he came contained many cases of small pox, and the party was not allowed, on that account, to land in Boston. They then went to Sheepscott, Maine, and afterwards settled at a place in New Hampshire they called "Londonderry," because many of them had lived in and about Londonderry in Ireland for sometime previous to their leaving that country, with which they were not pleased. A large number of these Scotch Presbyterians, at the head of which was the Rev. John Moorhead, settled in Boston, and although they were a good acquisition to this place, being industrious and orderly, and in time introduced several arts and improvements among the people, yet they at first met with a cold reception, being viewed as inferiors and intruders.

These emigrants purchased a lot of ground at the corner of Berry street and Long Lane, and converted a barn which stood on the ground into a meeting-house. This was in 1729, and this humble edifice served them for a place of worship until 1744; although, in the mean time, two small additions in the shape of wings were added to it. In the year last mentioned, a substantial and convenient church was built, after the fashion of the churches of that time (as represented by the engraving annexed), and with that old church there is much of interest associated. It was within its walls that delegates met in convention to decide whether Massachusetts should accept of the Federal Constitution proposed for the United States; and it was here that it was finally accepted, on the seventh of February, 1788. It was owing to this circumstance that the name of Long Lane was changed to that of Federal street.

The old or second house was of wood, the tower fronting on Federal street. This was succeeded by a Gothic structure, which was completed, on the site of the old one, in the course of 1809.

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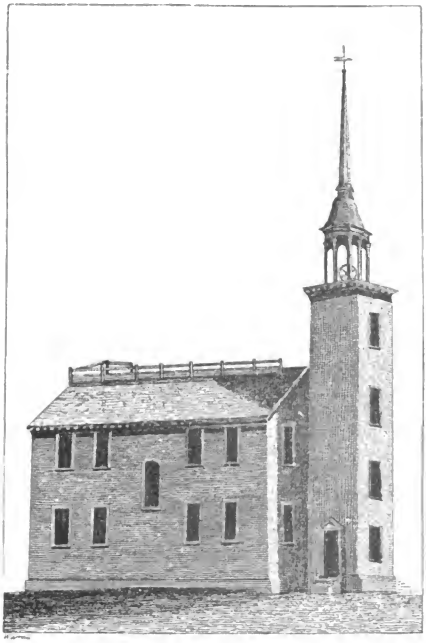

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The Rev. Daniel Annan was the next Pastor after Mr. Moorhead. He was installed in 1783, and was dismissed at his own request, by the Presbytery, in 1786, and was afterward settled over a church in Philadelphia. In the period succeeding the death of Mr. Moorhead and the settlement of Mr. Annan, occurred the war of the Revolution, during which regular preaching was intertupted. After the evacuation of the town by the British, in March, 1776, the Rev. Andrew Croswell was employed to preach to the society. In 1787, Dr. Jeremy Belknap was installed over this church, he having taken a dismission from a parish in Dover, New Hampshire, for that purpose. He was an eminent scholar and historian. Before the settlement of this gentleman, but not at his instance, or with any view of inviting him in particular, the society which had become reduced to a small number had relinquished the Presbyterian regimen and embraced the Congregational order, with a tendency towards Unitarianism. Dr. Belknap died suddenly on the twentieth of June, 1798, aged fifty-four. He was succeeded by Rev. John Snelling Popkin, D. D., who, in 1802, being appointed to the Greek professorship in Harvard college, was succeeded by Rev. William Ellery Channing, D. D., who was ordained June first, 1803.

There was a sufficient depth of water near the meeting-house for smelts to be taken. Shaw cites Dr. Channing as saying he had taken these fish at the corner of Federal and Milk streets, and another authority as having seen three feet of water in Federal street.

The name of Berry, or Bury street, as it was called in ancient orthography, was changed to that of Channing, its present name, in honor of him. The Rev. Ezra Stiles Gannett was ordained there in 1824, and was killed in the terrible railroad accident at Revere, in 1871. The building erected in 1809, which succeeded the one shown in our engraving, was an elegant house, designed by Charles Bulfinch, and was, when built, the only specimen of pure Gothic architecture in Boston. In 1859, it was taken down to give way to the demands of business, and the present handsome structure on Arlington street was subsequently erected in its stead, and is now known as the Arlington Street Church (Unitarian). The present pastor is J. F. W. Ware.

Our reproduction of the church built in 1744 is from the Polyanthus Magazine for October, 1812. It is an excellent reproduction of the original.

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THE OLD SOUTH CHURCH.

The historical associations surrounding the Old South, at the corner of Milk and Washington streets, make it one of the most interesting of all the links that remain to connect Boston of the past with Boston of the present. The Old South society was organized in 1669, and the "meeting house" was built soon afterward on a piece of land given by the widow of Rev. John Norton. In 1729 the original meeting house, which was of wood, was taken down, and the present brick structure was built on the same spot.

Sir Edmund Andros, on his arrival in Boston in 1686, demanded the keys of the Old South and ordered that the bell be rung "for those of the Church of England." This was very galling to the society, but they were permitted, by a strange revolution of the wheels of time, to turn the tables. On the evacuation of Boston by the British, the rector of King's chapel and his congregation joined in the hegira. The Old South had been used as a riding school by General Burgoyne's regiment during their possession of Boston and it was in such a condition that the society decided to worship in King's chapel, which they did in the autumn of 1777, continuing to worship there for five years.

Judge Samuel Sewall, Chief Justice of the Colony, who was one of the judges during the witchcraft trials of 1692, was a member of the Old South. He afterward arose in the church and expressed deep contrition for his share in the wretched business.

Here Lovell, Warren, Church and Hancock delivered their orations on the anniversary of the State Street Massacre. Benjamin Franklin was baptised in the old wooden church and there worshiped. The famous tea party meeting adjourned from Faneuil Hall to the Old South, the former being too-small to accommodate the assemblage.

Washington stood in the gallery of this church after the evacuation and looked down upon the ruin wrought by the riding school. The old building had two narrow escapes from fire. Many years ago it was saved by the superhuman efforts on the part of Isaac Harris, the mast-maker, who ascended to the roof while it was on fire and succeeded in extinguishing the flames For this brave act he received a silver pitcher. During the great fire of November 9 and 10, 1872, that reduced the greater portion of the business section of the city to ashes, it had another very narrow escape.

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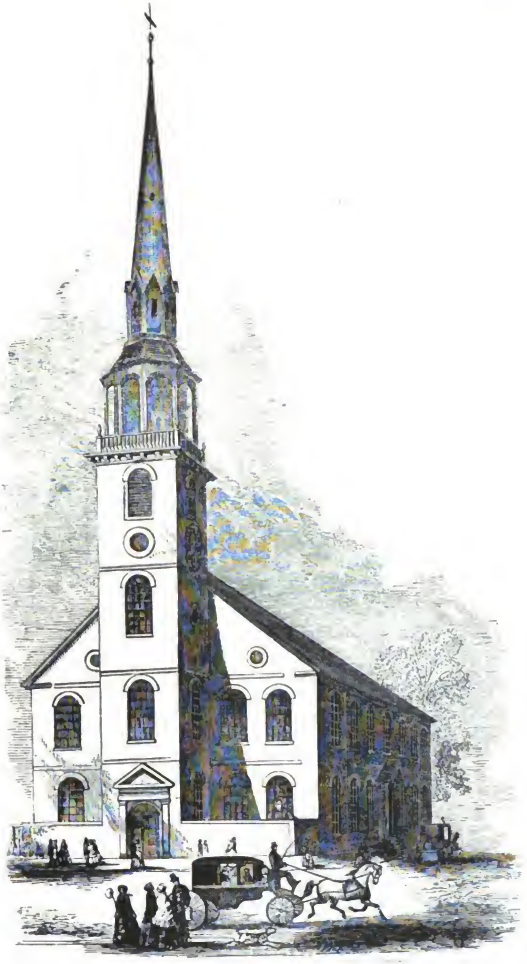

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The fire was fought resolutely at this spot and the Old South stopped its further progress in that direction. The building caught in several places, but the fire was extinguished before doing much harm to it.

The Old South society arose from a schism in the First Church, and, like it, originated in Charlestown. Directly over the main entrance a tablet bearing the following inscription was placed in 1867:

OLD SOUTH.
Church Gathered, 1669.
First House Built, 1670.
This House Erected, 1729.
Desecrated by British Troops, 1775-6.

Again, within five years after this tablet was placed there the wheels of time turned the tables and the Old South was desecrated (that is, if this term is not a misnomer, for the place was never consecrated,) and this too by the consent of the society that worshiped there, who had been seeking for an opportunity of disposing of the old edifice without offending public sentiment, and building a modern church in the more fashonable neighborhood of the Back Bay district. This opportunity arrived after the great fire of 1872, when the society leased it to the government to be used for a post office, and as was to be expected, after it ceased to be used for that purpose the building and land were sold, the building to be torn down immediately. Work was commenced on its destruction. The clock, that thousands of eyes had looked up to every day for so many years past, was removed. The public was aroused; meetings were held for its preservation; the people were addressed by the leading citizens of Boston. The danger to the old building was greater than it ever had been from the British or the two fires from which it escaped destruction. A society of ladies was organized for its preservation. They have since occupied it as a museum of Revolutionary antiquities, and it is open daily to the public on payment of a small admission fee. It is a question, however, whether funds enough can be raised to save this historic monument of the past, for it is encumbered with a heavy mortgage and the land is very valuable for business purposes. Our engraving was reproduced from Gleason's Pictorial of 1853, the first illustrated paper published in this country.

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CHRIST CHURCH, SALEM STREET.

This was the second Episcopal Church erected in Boston and is the oldest in the City standing on its original ground, having been erected in 1723, six years before the Old South. It is a brick edifice and has long been known as the "North End Church" and in its day was considered one of the chief architectural ornaments of the North End. The old steeple was blown down in the great gale of 1804, falling upon an old wooden building at the corner of Tileston Street, through which it crashed to the consternation of the tenants, who, however, escaped injury. The steeple was replaced from a design by Charles Bulfinch which carefully preserved the proportions of the original. The height of the steeple is 175 feet, and the aggregate weight of the chime of eight bells in it 7,272 pounds; the smallest weighing 620 pounds, and the largest 1,545. These bells bear the following inscriptions:—

First bell: "This peal of 8 Bells is the gift of a number of generous persons to Christ Church, in Boston, N. E., anno 1744, A. R." Second: "This church was founded in the year 1723. Timothy Cutler, D. D., the first rector, A. R., 1744." Third: "We are the first ring of Bells cast for the British Empire in North America, A. R., 1744." Fourth: "God preserve the Church of England, 1744." Fifth: "William Shirley, Esq., Governor of the Massachusetts Bay in New England, anno 1744." Sixth: "The subscription for these Bells was begun by John Hammock and Robert Temple, church wardens, anno 1743; completed by Robert Jenkins and John Gould, church wardens, anno 1744." Seventh: "Since Generosity hath opened our mouths, our tongues shall ring aloud its praise 1744." Eighth: Abel Rudhall, of Gloucester, cast us all, anno 1744. This chime brought from England, is the oldest in America.

The Bible, prayer books and silver now in use were given in 1733, by King George II. The figures of Cherubim in front of the organ, and the chandeliers, were taken from a French vessel by the privateer "Queen of Hungary," and presented to the church in 1746. The Sunday school was established in 1815, when no other was known to exist. The interior of the church retains much of its antique appearence. A tablet was placed on the

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ENGRAVED FOR THE HISTORY OF BOSTON. ROBERT BOWER, PRINT.

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front of the church in 1878, bearing the following inscription:

The Signal Lanterns of
Paul Revere
Displayed in the steeple of this church
April 1775,
Warned the country of the march
of the British troops to
Lexington and Concord.

General Gage, it is said, witnessed from Christ Church steeple the burning of Charlestown and battle of Bunker Hill.

Interments were made under the Church soon after its erection. It is related that Major Pitcairn, of the British Marines, who led the troops to Concord and was repulsed, and who afterwards fell mortally wounded in the battle of Bunker Hill, was taken after the last named battle to a house in Prince Street, where the gasometer now stands, and after death was temporarily deposited under Christ Church, and afterwards carried to England for burial. During the seige of Boston, in the war of the revolution, it was frequently used for the burial of British officers. About fifty years ago a body was exhumed in the north-east corner of the cemetery, curiously preserved by embalming, and with it were found evergreens. This body had then laid there eighty or more years; and was originally encased in two caskets, each covered with coarse linen cloth impregnated with a protective gum. Mr. Thomas, whose remains were thus discovered, had died in Bermuda and been brought here for burial. With the exception of the thirty-three tombs and the heating apparatus of the church, nothing is to be seen within this enclosure, made sacred by the burial of many of the worthy old residents of the north-end.

Our engraving was reproduced by the Photo-Electrotype Engraving process from a cut in Shaw's History of Boston 1817.

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NEW SOUTH CHURCH.—CHURCH GREEN.

The name of Church Green was applied very early to the vacant space lying at the intersection of Bedford and Summer streets, from which we may infer that it was looked upon as a proper site for a meeting-house by the earliest settlers of Boston. The land was granted by the town to a number of petitioners in 1715. Samuel Adams, father of the patriot, was one. There was not a more beautiful site for a church in Boston. The ground was high and level, the old church having an unobstructed outlook over the harbor. Samuel Checkley was the first pastor, ordained in 1718. Our engraving represents the church as rebuilt in 1814. The originators of the movement for the new church held their first meeting at the Old Bull Tavern, at the corner of Summer and Sea streets. The building was of granite from the Chelmsford quarries, near the Merrimac River, and was brought through the Middlesex Canal. The body of the building was in shape of an octagon, forming a square of seventy-six feet in diameter, four sides being forty-seven feet, and four smaller twenty feet each. The height was thirty-four feet. The porch was of the same extent as one of the sides, and advanced sixteen feet, in front of which was a portico of four fluted columns of Grecian doric. The portico was crowned with a pediment, surrounded by plain attic. A tower rose from the centre of the attic, which included the belfry. The entire height was one hundred and ninety feet, including the spire.

The architect was Charles Bulfinch who planned many buildings in Boston, and was also employed by President Monroe in superintending the erection of the public buildings at Washington. In 1868 it was demolished, and the temples of traffic have arisen in its stead.

Fifty years gone by, Summer street was, beyond doubt, the most beautiful avenue in Boston. Magnificent trees then skirted its entire length, overarching the driveway with interlacing branches, so that you walked or rode as within a grove, in a light softened by the leafy screen, and over the shadows of the big elms lying across the pavement. The palaces of trade now rear their splendid fronts where stood the gardens or mansions of the old merchants or statesmen of Boston. Our engraving was reproduced from the American Magazine, July, 1835, by the Photo-Electrotype Process, and is considered a very fine view of the structure before its demolition.

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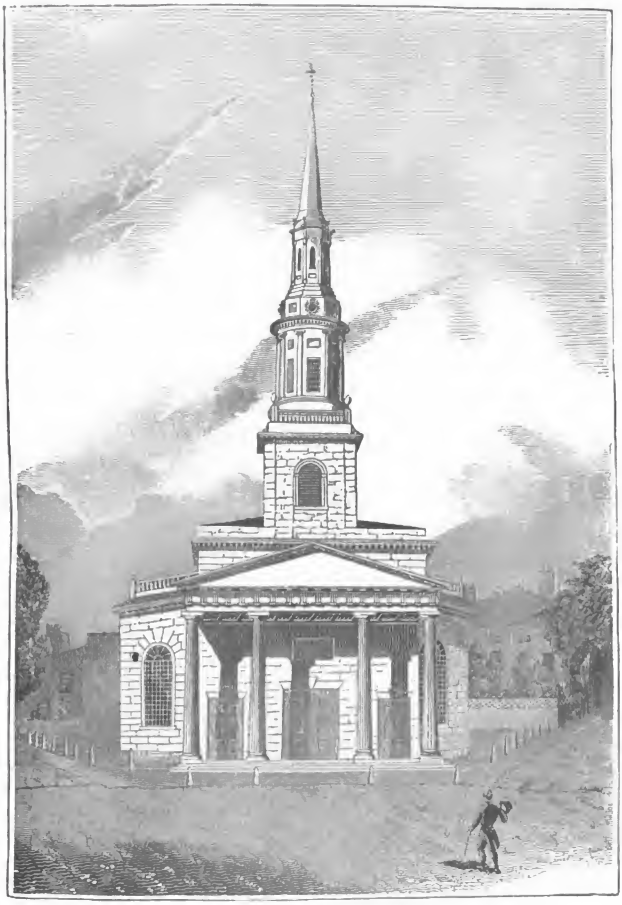

NEW SOUTH CHURCH.

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TRINITY CHURCH.

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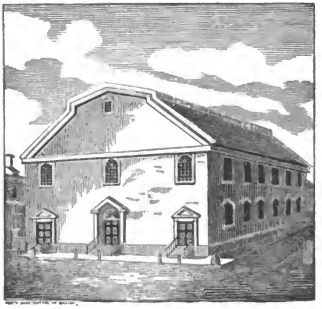
TRINITY CHURCH.

The first building, which occupied nearly the same site as the second, was consecrated in 1735. It was of wood, and its external appearance had little the resemblance of a place of worship, being without portico, belfry, or the smallest external ornament. Its size and materials made it an object of dread for a long period of time to not a few of the inhabitants, in contemplation of its destruction by fire. It may be considered as almost miraculous that, standing in the midst of a populous city, it should have escaped for nearly a century the ravages of the devouring element, and at



OLD TRINITY CHURCH.

length should be taken down by the same means by which it was erected, and for placing in its room a building in every point its contrast. This second building was built of rough blocks of granite, and was considered to be one of the most substantial and best fire-proof buildings in the country, and yet it was swept away, as it were, in an instant, in the great fire of Nov. 9th, 1872. The reader by referring to the accompanying prints, which were reproduced from the American Magazine for September, 1834, will

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have a correct idea of both buildings. Notwithstanding the mean external appearance of the old church, it was the most highly ornamented one in the interior of any in the country. The building was ninety feet long and sixty broad. There were three entrances in front unprotected by porches. The interior was composed of an arch resting upon Corinthian pillars with handsomely carved gilded capitals. In the chancel were some paintings, considered very beautiful in their day. The corner stone was laid by the Rev. Roger Price of King's Chapel, April 15, 1734. In 1740, Rev. Addington Davenport, assistant minister of King's Chapel, was chosen the first minister. In 1741, Peter Faneuil offered £100 towards buying an organ. In 1742, Gov. Shirley presented the church with communion plate, table cloths and books. An organ was procured in 1744. When General Washington visited Boston in 1789, he went to hear Doctor (afterwards Bishop) Parker preach in Trinity church. In 1828, it was voted to take down the old building and erect a new stone church. The corner stone was laid with appropriate ceremonies by the rector, Rev. John S. J. Gardner, November 11, 1829. Trinity church occupied the site of the old Pleiades or "Seven-Star Inn," on the west corner of Summer and Hawley streets. From this noted inn Summer street took its ancient name of Seven-Star Lane. After the second church was burnt in the great fire of 1872, a new building was erected at the intersection of Huntington Avenue, Boylston and Clarendon streets. It is the finest church edifice in New England, if not in the United States.

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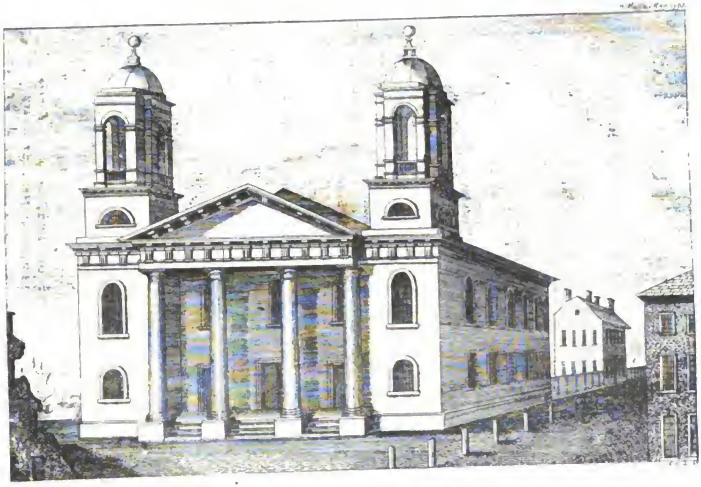

HOLLIS STREET CHURCH.

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HOLLIS STREET CHURCH.

The Unitarians in 1788, from designs furnished by Charles Bulfinch, erected the old "Hollis Street Church," as it was long and familarly known.

The original name of Hollis street was Harvard. Street and church were named for Thomas Hollis, an eminent London Merchant, and benefactor of Harvard College. The growth of this part of Boston, by 1730. called for a place of worship nearer than Summer Street. Governor Belcher who resided in that vicinity, gave the site, and a small wooden meeting house, thirty by forty feet, was erected in 1732. The first minister was Rev. Mather Byles, who had a great local reputation as a punster. A nephew of Thos. Hollis gave the church a bell weighing 800 pounds, and it began the joyful peal on the morning of the 19th. of May, 1766, as nearest Liberty Tree, and was answered by Christ Church from the other extremity of the town, announcing the Stamp Act Repeal. The steeples were hung with flags, and Liberty Tree decorated with banners.

The following humorous allusion to Dr. Byles, is copied from a poem of thirty-seven stanzas, descriptive of the Boston clergy published about 1774.

"There's punning Byles provokes our smiles,
A man of stately parts;
Who visits folks to crack his jokes,
That never mend their hearts.

"With strutting gait and wig so great
He walks along the streets,
And throws out wit, or what's like it,
To every one he meets."

The church was destroyed by the great fire of 1787, but the society nothing daunted, reared the wooden edifice of which we present an engraving; reproduced by the Photo-Electrotype process, from the Massachusetts Magazine for 1793.

It was a frame edifice 72 by 60 feet and was surmounted by towers. In 1810 it was removed, to give place to the present structure, and was floated on a raft down the harbor to East Braintree, where Rev. Jonas Perkins preached in it forty-seven years. It is now used as a school house and both steeples have been removed.

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BRATTLE STREET CHURCH.

The first movement that resulted in the formation of the Brattle Street Church, occurred in 1697, when Thomas Brattle gave the land, on which the church was afterwards built, to Thomas Clark and others, for this purpose. It was built of wood and was finished in 1699. It had a tower and bell on the west end. The door was on the south side of the church, opposite which was the pulpit, which contained an hour glass enclosed in a glass frame. It was known at that time as the "Manifesto Church," in consequence of a declaration of principles by it, in answer to a protest from the older churches against its more liberal form of worship. This building was rebuilt of brick in 1773. Our engraving of it was reproduced from "Gleason's Pictorial" of 1854, and represents the building as it appeared at the time of its demolition in 1872. The first movement towards the erection of this structure was by John Hancock, in the year 1772, who was ever a liberal member and benefactor of this society. The house cost £8000 of which Hancock gave one-eighth part. Bowdoin gave £200, and offered to the society a piece of land on the corner of Tremont and Harvard streets, a beautiful spot, on which to erect the house, which offer it is thought the parish unwisely rejected. Hancock also gave a bell, on which was inscribed

"I to the Church the living call
And to the grave summon all."

This was the church of Colman, the Coopers, Thatcher, Buckminster, Edward Everett, Palfrey and Lothrop, an array of clerical talent unsurpassed in the Boston pulpit. General Gage quartered the 29th in the church and vicinity, taking up his own quarters in the house opposite. Gage told Mr. Turell that he had no fears for his men while quartered within such walls. Nevertheless, the night before the evacuation a twenty-four pound shot from Cambridge struck the tower, and falling to the ground was picked up by Mr. Turell, and in 1824 was imbeded in the masonry, where it remained until the work of demolition began. When the society sold the church they reserved the ancient quoins, pulpit, bell and cannon ball.

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FEDERAL STREET CATHEDRAL (ROMAN CATHOLIC).

Under the strict rule of the Puritans, Catholics were prohibited from entering the colony under pain of death. If a Jesuit, however, should be shipwrecked on these shores, in such a case he would not be hung. This law was made in 1647. Even under these oppressive laws, the Jesuit priests entered New England, from Canada, and established missions among the Indians on the Kennebeck and Penobscot rivers. The most prominent among these early missionaries was Sebastian Rale. The reverence of the French and Indians for him occasioned the bitter hatred of the Puritans, and a reward was offered for his head. Captain Hilton was sent against him at Noridgewock and the village reduced to a heap of ruins. Again, in 1724, the village was attacked and destroyed during the absence of the braves, and the heroic missionary was riddled with small shot and hacked to pieces. The war of 1745, which desolated what is now Maine, New Brunswick and Nova Scotia, gave a death blow to the Catholic establishments in Maine. During this war a hundred pounds was offered for the scalp of any male Indian over twelve years of age, and fifty pounds for the scalp of any woman or child. This nearly exterminated the Indians, and what few were left sought shelter in Canada. The missions of Maine thus became deserted, and the fall of Quebec seemed to forebode still greater difficulties and danger.

It was nearly one hundred and fifty years after the settlement of Boston before any Catholic immigrants voluntarily came here. About 1650, and for some years after, many Irish Catholics were sent to Boston and sold to any of the inhabitants who were in want of slaves. These were probably the first Catholics in Boston. In 1756, Colonel Winslow and Captain Malley of New England, by order of the government, ruthlessly tore away from their homes fifteen thousand Arcadians or French inhabitants of Nova Scotia, after burning their villages and farm houses and plundering them of everything. Many of these people were left in Boston and other parts of New England, and were reduced to a state of slavery. As the penal laws deprived these Catholics of all religious instruction, their children grew up Protestants. With the Revolution, however, a change came. Washington had scarcely appeared in the camp at Boston, when he found preparations on foot for burning the Pope in effigy. He informed the people "That

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he had been apprased of a design of observing that foolish and childish custom, and expressed his surprise that there should be officers and soldiers in the army so void of common sense as not to see the impropriety of such a step at such a juncture, when we are soliciting and seeking the friendship and alliance of the people of Canada and France; and under such circumstances to be insulting their religion is monstrous."

When the Revolutionary war terminated, there were in Boston a few Frenchmen and Spaniards and about thirty Irishmen, among whom a clergyman, who had been a chaplain in the French navy, resolved to settle. They assembled for worship in what was form-

FEDERAL STREET CATHEDRAL.

erly the French Protestant church on School street, erected by the Huguenots, many of whom came to Boston in 1686, after the revocation of the Edict of Nantes and the Massacre of St. Bartholomew. Few of those that established this church could have thought that a branch of that power, from which they had fled their native land upon pain of death, would so soon flourish on a spot which they had chosen for a place of refuge. Mass was performed in it for the first time on Nov. 2, 1788. In 1799, as the lease of this structure had nearly expired and their numbers had greatly increased, it was decided to purchase a site and erect a

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church. The Protestants generously contributed to build this edifice, which their fathers would not have tolerated for a moment. It was built on Franklin street, on the site of what is now known as Cathedral Building, and was dedicated September 29, 1803, and called the Church of the Holy Cross. This was the first Catholic church erected in Boston. In 1810, Boston was erected into an Episcopal See. In 1827, the Cathedral was enlarged for the accommodation of the congregation and school, which had greatly increased. Our engraving shows it as it appeared after these improvements. It was reproduced from a work entitled "Sketches of the establishment of the Church in New England," and is a correct view of it as it appeared before its destruction in 1860, which was occasioned by the greatly enhanced value of the land and the movement of population to other parts of the city. A massive and lofty temple now rears its huge bulk on the Neck, mainly founded on the price of the Franklin street Cathedral.

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RUINS OF THE URSULINE CONVENT.

After the establishment of the Roman Catholic church in Boston, the Ursuline Sisters opened a convent, which at first was a very small affair, but in 1826 they removed to a place in Charlestown, which they named "Mount Benedict." It is now a part of Somerville. This new, ornate and valuable educational establishment, which was erected on the summit of the mount, was reached by a gradual ascent from the Boston side, and from which a beautiful view was obtained of the city, with its State House and dome towering above all other buildings, and its capacious harbor, islands, fortifications and shipping. Between lies Charlestown, with the tall obelisk marking the battle ground of Bunker Hill. A little to the left, from the same position, the towns of Chelsea, Malden, Medford and Cambridge, with the verdant fields and highly cultivated country lying between them. Then, toward the south, the towns of Dorchester, Roxbury and Brookline, backed by the beautiful Blue Hills. A large garden tastefully arranged, and beautiful lawns shaded with select forest trees, through which led extended gravel walks, surrounded the building. Nothing could equal the beauty of this interesting spot when the buildings were destroyed by the hands of a ruthless mob, on the 11th of August, 1834. The excitement that led to this outrage was owing to vague reports of improper conduct in the convent, and of the confinement of some females by threats and force when they were desirous of leaving it. It was confidently asserted by respectable men that such was the fact. But such a report could afford no justification to the outrage committed. The persons engaged in the transaction should have been certain the reports were well founded, and even in that case their open violation of law and authority could not be justified, as long as sufficient remedy could be obtained by due course of law. Under the influence of the excited feelings of the people, the convent was broken into about midnight, the furniture broken and destroyed, as well as the fences adjoining the convent. Before firing the building, warning was given the inmates to retire, and search was made in the house to see if any remained before the fire was put to it. The building was totally destroyed, only the walls remaining, as shown in our engraving, made for the American Magazine, 1834. Several persons were arrested as participants in this work of destruction, who were tried and acquitted, as it was impossible to obtain full and direct proof against them.

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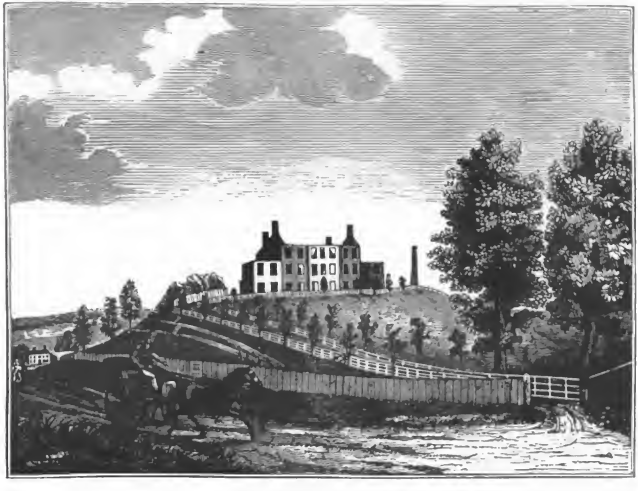

RUINS OF THE URSULINE CONVENT.

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House of Industry and House of Correction.

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HOUSE OF INDUSTRY AND HOUSE OF CORRECTION, SOUTH BOSTON.

No great city like Boston is ever without want, misery or crime. Grimly this trio stalk beside the silks, satins and broadcloths of the rich, making themselves known; but the charity of the world is cold, and a public provision for this class has here, as well as in other cities, been found necessary.

The establishment of the House of Correction was authorized by a vote of the town on the 7th of May, 1821. It was designed for the restraint and employment of the idle and vicious poor, for habitual drunkards, beggars and those condemned for petty offences in the inferior courts of justice.

The House of Correction, at South Boston, is an elaborate institution, thoroughly equipped, and has a steam-engine of twenty-horse power in its workshop.

"The House of Industry is destined for the comfort, support and relief, and, as far as they are competent, for the employment of the virtuous poor, and of those alone who are reduced to seek this refuge from misfortune, or age, or infancy." This institution is now located at Deer Island, and the average number of inmates for the past year has been 580; the largest number being 681 and the smallest number 469.

These two buildings are of exactly the same architectural design, are built of coarse rough granite, and are respectively 220 feet long, 343 feet wide and 29 feet high.

The institutions of the city have ever been regarded with just pride by the citizens, and have been the models after which other municipalities have reared, it may be, more elaborate and costly institutions, but none that have more fully and creditably fulfilled the mission for which they have been established.

The accompanying engraving, and also the Alms-house in Boston, was reproduced from Snow's History of Boston, and are excellent reproductions. The city of Boston is faintly indicated in the background.

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ALMS-HOUSES IN BOSTON.

The first alms-house was erected on Beacon street, in 1662. It was burned in 1682, measures being immediately taken to rebuild it. It was a two story brick, with a gable roof, fronting on Beacon street, and was of an L shape. It was not found adequate to fill the demands put upon it for a prison and a home for the poor, aged or infirm, and in 1712 measures were taken to build a Bridewell. This was erected in Park street, in what year does not appear, but it is shown on the map of 1722. The alms-house became, in lapse of years, totally inadequate to its purpose, but no remedy was applied to these evils until 1801, when the building, of which we here present an engraving, was erected on Leverett street. During the Revolutionary war the inmates frequently suffered for the necessaries of life, and appear at all times to have largely depended on the charity of the townspeople. The alms-house was occupied by British wounded after the battle of Bunker Hill. It was erected on the bank of the river, from which a wharf, now forming the site of the old Lowell depot, extends.

The new alms-house, as it was called, was a brick building of three stories, with a central structure from which wings extended. The central building was considerably higher than the rest, and had lofty, arched windows, with a raised pediment relieved by ornamental work; on either gable stood a carved emblamatic figure. The whole edifice was 275 feet in length by 56 in depth. It stood until May, 1825, when it was superseded by the House of Industry at South Boston, and the land sold to private individuals. A brick wall with iron gates surrounded the alms-house enclosure.

It has always been the fate of some who have known better days to become dependants upon the public charity. One notable instance is mentioned of the daughter of a clergyman of the French Protestant church having sought and obtained an asylum in the Old Almshouse. She continued to visit and be received into the houses of her former friends, who, with intuitive delicacy, forebore to question her on the subject of her residence.

The site of this building was occupied by the residence of no less a person than the first settler of Boston, William Blackstone. The point at which Cragie's bridge commences is called on the ancient plans of the town Barton's Point, and in our earliest history it is spoken of as Blackstone Point. The whole of the peninsula of Boston was for a time known as Blackstone Neck.

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ALMS-HOUSE, LEVERET STREET.

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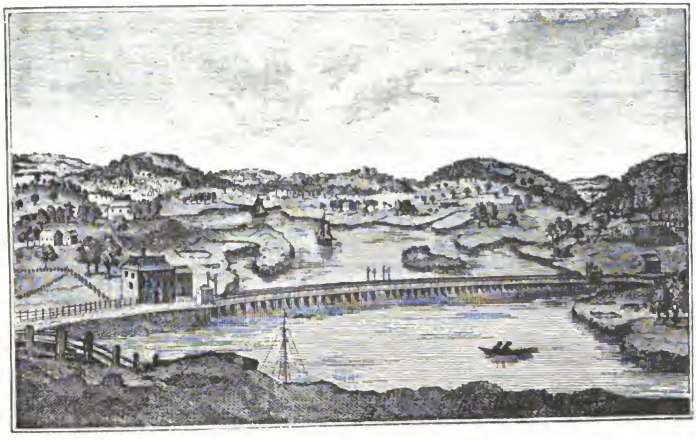

MYSTIC RIVER BRIDGE

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MYSTIC RIVER BRIDGE.

This important work was commenced in April, 1787, and was opened for passengers in September of the same year. It cost about £5300, The master workmen were Messrs Lemuel Cox and Jonathan Thompson. Two strong abutments were on each side of the river about 300 feet from high water mark.

The bridge stood upon one hundred piers, each composed of six sticks of oak timber, firmly imbedded in the bottom, and strengthened by two solid wharves, The length of the bridge was 2005 feet, exclusive of the abutments; its width was 32 feet, and in the deepest water, was a convenient draw, raised by a purchase. There was a neat plain railing on each side and eight lamps for the convenience and safety of passengers at night, The property was vested in 120 shares. The officers of the corporation were a president, two vice presidents, six directors, a treasurer, a clerk, and two toll gatherers. The right of possession was vested in the proprietors and their assigns forever, with a proviso that at the expiration of fifty years from the day of opening the bridge, the General Court may alter the rate of toll, which was established as follows:

Foot passengers -	1½d.	Coaches, chariots, phaetons and curricules	1s. 6d.
Man and horse -	4d.	Man and wheelbarrow	2¾d.
Horse and cart -	6d.	Horse and neat cattle, not in team nor rode	2d.
Team drawn by more than one beast	9d.	Sheep and swine	¾d.
Horse and chaise -	9d.		

Double toll was required on the Sabbath Day.

This view reproduced from the Massachusetts Magazine for 1790 was taken from the heights of Bunker Hill. The town of Medford, seen at some distance with its surrounding hills and the Mystic river, in the fort ground, offer an interesting study for the antiquarian mind.

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CHARLES RIVER BRIDGE.

Boston, being entirely separated from the main land, except by its connection by means of the Neck on the south side of the town, it was thought expedient, as early as 1720, to build a bridge and connect the north side with the main land, but was doubtless abandoned on account of the large amount of funds its construction would require. In 1738, the subject was again agitated, but the design was again laid aside, probably from the same cause as before, and it was not until June 17th, 1786, that the bridge was finally built and opened to the public. The engraving and following description was copied from the Massachusetts Magazine for 1789:—

The exercises attendant were witnessed by upwards of 20,000 people. The ceremonies were ushered in at day break by the discharge of thirteen cannon from Breed's Hill, Charlestown, and from Copp's Hill, Boston, accompanied by the ringing of the bells of Christ church. A long line of civic and military bodies, headed by the different branches of the legislature, started from the old State House as a salute was fired from the "Castle." On their arrival at the bridge the procession formed two lines between which the president of the bridge company, Thomas Russell, and the other individuals forming the company passed on to the centre of the structure, and orders were given to fasten the draw, when the procession passed over. At this moment the thirteen cannon on Copp's Hill were discharged, amid the cheers of the assemblage. As the company ascended Breed's Hill the thirteen cannon there were discharged. Two tables of 320 feet each, united at the end by a semicircular one, accommodating 800 persons, were located on the hill where "the gentlemen," the narrative says, "spent the day in sober festivity, and separated at 6 o'clock."

The whole fabric was completed in the course of thirteen months. All emoluments arising from toll were vested for 40 years in the company who built it—"Proprietors of Charles River Bridge"—who began and finished the same with their own private means, at the end of which period, the bridge was to become the property of the Commonwealth.

The length of this structure was 1503 feet. The abutment at Charlestown, from the old landing, was 100 feet; space to the first pier, 16½ feet; 36 piers at equal distance to the draw, 622½ feet;

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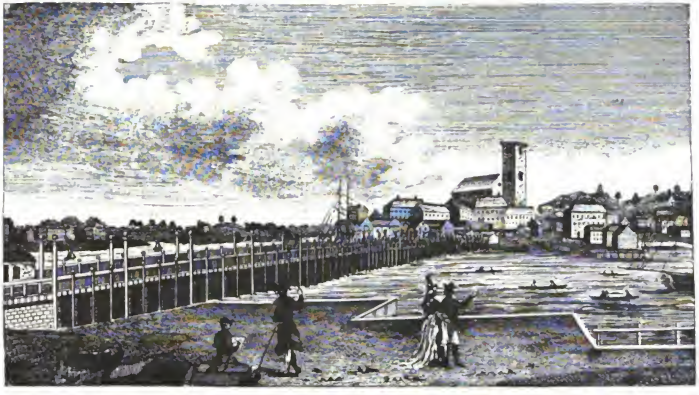

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width of the draw, 30 feet; 39 piers at equal distance from the draw, 672 feet; space to the abutment at Boston, 16½ feet; abutment at Boston to the old landing, 45½ feet. The 75 piers upon which this structure stood were composed of seven sticks of oak timber united by a cap piece, strong braces and girts and driven into the bed of the river, and secured firmly by a single pile on each side. The bridge was 42 feet in width, a foot way six feet wide and railed in on either side. The bridge had a gradual rise to the centre of two feet. Forty "elegant" lamps were erected at suitable distances. At the longest pier it was forty-six feet to the bed of the river.

The fact that only eleven years before the opening of this bridge, to a day, the battle of Bunker Hill was fought, when guns were firing at each other from Copp's and Breed's hills, where they were now firing salutes, awakened the liveliest emotions.

OLD SCOLLAY BUILDING AND SQUARE.

Of all the great changes that have attended the progress of Boston during the past few years, none have been more marked than the formation of "Scollay Square," by the removal of the last of the long, wedge-shaped row of buildings, familiarly known for more than half a century to Bostonians as "Scollay's Buildings," the last of which was removed about ten years ago, and which have existed in some form or other for two centuries. These buildings came into the possession of William Scollay, in about 1800, and from him the name was derived. The term "Scollay's Building," arose from the fact that the horse car conductors, in passing, designated the locality as such, and soon, by "common fame," the place became so known. This row of wedge-shaped wooden buildings extended from the head of Cornhill to nearly opposite the head of Hanover street, with the point toward the latter. Both ends of the row were gradually demolished in consequence of the crowded condition of the thoroughfares on either side, leaving only the brick structure of Scollay lately removed. At the Hanover street end of the buildings, there was a watch box, until within thirty years, from which a guardian of the peace kept a watchful eye. Scollay's building was supposed to have been erected by Patrick Jeffrey, who came into possession in 1795.

Green & Russell, one of the old printing houses of Boston, transacted business in an old building that stood on the site of

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Scollay's, in 1755. Joseph Russell, one of the partners, carried on the business of an auctioneer, in which he was very successful, and became the owner of the property. William Vassall, a royalist refugee, in 1776, was the next proprietor, followed by Jeffrey. The Colonial Custom-house stood very near this locality in 1757, but its exact site is not known.

The main thoroughfares on either side of the Scollay Buildings were Tremont Row and Court street, which, by the removal of the

OLD SCOLLAY BUILDING.

buildings, have made these streets one, forming a large, handsome square. This blending of the streets has caused a somewhat confusing arrangement of the numbers on the buildings.

The view presented of the "Scollay Buildings" was made from a negative in the possession of J. J. Hawes, the photographer, at No. 19 Tremont Row. It was made about seventeen years ago (1865), and is probably the only picture in existence of it.

There is no portion of Boston that presents a more animated or busy appearance than the Scollay Square of to-day.

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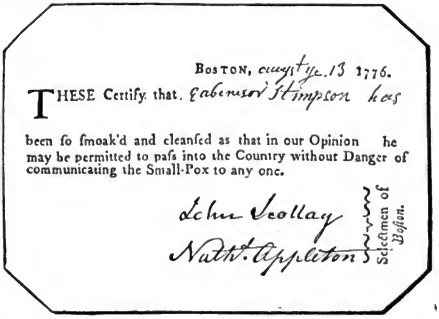
SMALL-POX CERTIFICATE.

From the earliest settlement Boston has been visited at frequent intervals by that deadly enemy of the human race, small-pox. The whites communicated it to the Indians, and in December, 1633, it made dreadful ravages among them, extending eastward to the Pascataqua, sweeping almost every native in its way. Chickatabat, Sagamore John and James died of it. Mr. Samuel Maverick, of Winesemet, buried about thirty in one day. It extended as far south as the Pequots, many of whom died. Among the great nation of the Narragansetts as many as seven hundred died of it. In 1721, Boston was visited by the small-pox with greater severity



BOSTON, August ye. 13 1776.

THESE Certify that. Ebenezer Stimpson has been so smoak'd and cleansed as that in our Opinion he may be permitted to pass into the Country without Danger of communicating the Small-Pox to any one.

John Scollay
Nath. Appleton } Selectmen of Boston.

than at any other time before. It was on this occasion that inoculation was first practised by D. Zabiel Boylston, who stood forth and buffeted a storm which this practice called forth, the violence of which is hardly conceivable in this age. In 1729, this scourge again visited Boston. It was brought here in a vessel from Ireland. About 4000 had it, of which about 500 died, or one in every eight who were seized with it. In 1752, a ship was wrecked in Nahant Bay; the crew were saved, and communicated the small-

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pox to the people on shore. 5059 were taken with the disease, of whom 452 died. The accompanying fac-simile of a certificate of fumigation serves to show that our ancestors took such precaution as the knowledge of the time allowed them.

THE MASSACHUSETTS MEDICAL COLLEGE.

This engraving was reproduced from the New England Journal of Medicine and Surgery, for April, 1816. The building is still standing on Mason street, and is now used for an engine house, the old front facing north. The following account from the above journal describes the building as it appeared in 1816: "The building is of brick, 88 feet in length and 43 in its greatest breadth. Its figure is oblong with a pediment in front, and an octagonal centre rising above the roof, and also forming a three-sided projection in the rear of the building. This is surmounted by a dome with a sky-light and a ballustrade, giving an appearance of elegance to the neatness and fit proportion of the building. The apartments on the first floor are a spacious Medical Lecture room of a square form, with ascending semi-circular seats; a large Chemical Lecture room in the centre, of an octagonal form, with ascending seats, a Chemical Laboratory, fitted up with furnaces and accommodation for the costly apparatus used in the lectures; and a room to be occupied by the Massachusetts Medical Society. In the second story is the anatomical theatre, the most extensive room, occupying the whole central part of the building, covered with the dome and sky-light, with semi-circular seats which are entered from above and descend regularly towards the centre. A large and small room for practical anatomy, together with another for the museum, occupy the extremities of the same story." There then follows a description of a wonderful stove, invented by Mr. Jacob Perkins, for burning Rhode Island coal, that warms the whole building. The stove which is situated in the cellar and surrounded with brick chambers, from which flues conducts rarified heat to all parts of the building. This is our modern furnace, and is one of the first accounts written of it.

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JOHNSON HALL, COURT-SQUARE.

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About 1833 it was closed as a theatre and leased to the society of Free Inquirers. In 1834 the "Academy of Music" obtained possession, and the name was changed to the "Odeon." Religious services were held on Sundays, by Rev. William M. Rogers' society, until the building of their church on Winter street. The stage was again cleared for theatrical performances in 1846–7. Lafayette visited the Boston Theatre on the last evening of his stay in 1824. An entire new front was erected on Federal street, in 1826, and an elegant saloon added with many interior improvements. About 1852 the theatre property was sold and a business structure erected, which was destroyed in the great fire of November 9th, 1872, but which has since been rebuilt.

Charles Bulfinch, famous as the architect of our State House, National Capitol and other public buildings, was the designer of the Boston Theatre. It was built of brick, was one hundred and forty feet long, sixty-one feet wide and forty feet high. An arcade projected from the front serving as a carriage enterance. The house had the appearance of two stories; both the upper and lower were arched, with square windows, those of the second story being more lofty. Corinthian pilasters and columns decorated front and rear. Several independent outlets afforded ready egress. The main entrance was in front, where alighting under cover from their carriages, the company passed through an open saloon to the staircases leading to corridors at the back of the boxes. The pit and gallery were entered from the sides. The interior was circular in form, the ceiling being composed of elliptical arches resting on Corinthian columns. There were two rows of boxes, the second suspended by invisible means. The stage was flanked by two columns, and across the opening were thrown a cornice and balustrade; over this were painted the arms of the United States and Massachusetts, blended with historic emblems. From the arms depended the motto, "All the World's a Stage."

The walls were painted azure, and the columns, front of the boxes, etc., straw and lilac color; the balustrade, mouldings, etc., were gilt, and the second tier of boxes were hung with crimson silk. There was also a beautiful and spacious ball-room at the east end, handsomely decorated, with small retiring rooms. A *cuisine*, well furnished, was beneath. Such was the first playhouse Boston ever had. The accompanying engraving was reproduced from Snow's Boston, 1825.

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QUINCY MARKET.

Quincy, or Faneuil Hall, Market was begun in 1824, the corner stone laid in 1825, and was finished in November, 1826. North and South Market streets were laid out at the same time and are respectively sixty-five and one hundred and two feet wide. The difference in the width of these streets, and in fact the position of the market itself, is due to the refusal of the heirs of Nathan Spear to part with their estate on any terms. By increasing the width of South Market street, the difficulty was overcome and the city took the estate with a clear legal conscience. Codman's, Spear's, Bray's and the wharves, extending between North Market and State streets towards the present line of Commercial street, were reclaimed in this great improvement, and Chatham street was laid out.

As soon as North and South Market streets were laid out building lots on both were sold with the stipulation that a substantial brick store of four stories, with stone front, conformably to a plan and specifications of particulars, should be built thereon, on or before the first of July, 1825, which accounts for the present row of fine stores now bordering on those streets. Each row, or block, measured 530 feet in length.

This improvement by Josiah Quincy was the greatest enterprise of the kind ever undertaken in Boston. Although not an immediate pecuniary success, it soon became so, and is a monument to Mr. Quincy's genius and perseverance.

Mr. Quincy, in his History of Boston, says of this enterprise; "A granite market house, two stories high, 535 feet long, covering 27,000 feet of land, was erected at a cost of $150,000. Six new streets were opened, and a seventh greatly enlarged, including 167,000 feet of land, and flats, docks and wharf rights obtained to the extent of 142,000 square feet. All this was accomplished in the centre of a populous city, not only without any tax, debt or burden upon its pecuniary resources, but with large permanent additions to its real and productive property."

Our engraving was reproduced by the Photo-Electrotype Engraving Process from Snow's History of Boston, published 1825, which shows the water front within, probably, seventy-five feet of the market, where now (1882) there is a thousand feet by actual measurement to the water on Atlantic avenue, from which there project wharves fully another thousand feet.

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QUINCY MARKET.

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THE FIRST RAILROADS OF BOSTON.

The steam railroads were introduced into Boston at a time when its commercial interests were suffering, and the citizens were alarmed for her future as a commercial center. Up to the time of the Revolution Boston was the first town in the country in point of commercial importance, population and influence. New York, with her great canal enterprises, and her steamers making daily voyages to Providence, New Haven, the Connecticut river, and to ports on the Hudson and Long Island Sound, rapidly outstripped Boston in the race. When the practibility of the railroad was discovered and demonstrated in England, its introduction into Massachusetts was promptly urged and pressed by the citizens of Boston, as the solution of the problem by which successful competition with New York and the enlargement of the business and trade of the city could be best secured. The men of capital, however, were slow to recognize its advantages, but once firmly established, the great advantage of the railroad over the canal and other modes of travel of that day was recognized by all.

The Lowell was the first organized of the Boston steam railroads, as well as the first upon which the work of construction was actually begun; close behind it followed the Worcester and Providence. In those days, however, when everything connected with construction had to be learned as the work went on, the progress was not rapid. The only actual experience of any real value to be obtained was that of the Manchester and Liverpool road in England. These roads were built by engineers that had never seen the English works. Twelve miles a year was considered rapid construction. Such distrust at these undertakings was felt that in January, 1833, Mr. Francis Stanton obtained the signatures of the holders of one thousand shares of the stock of the Boston and Worcester railroad to call a stockholder's meeting to consider the question of stopping the work and abandoning the enterprise. At last, however, in the spring of 1835, all the three lines approached completion at about the same time.

The first locomotive set in motion in Massachusetts was on the Boston and Worcester tracks, in the latter part of March, 1834. Rails were then laid as far as Newton, and the company delayed opening this section of the road to travel, only because it was compelled to wait the arrival of an engine driver from England to take charge of the English-built locomotive. At last, on April

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4th, a locomotive was actually put to work on a gravel train, and three days later, on the 7th, a party of the directors and their friends went on a trial trip as far as Davis' tavern in Newton. On the 12th of May there appeared in the "Daily Advertiser" and "Patriot" the following new form of notice:—

BOSTON AND WORCESTER RAIL ROAD.

THE Passenger Cars will continue to run daily from the Depot near Washington street, to Newton, at 6 and 10 o'clock, A.M. and at 3½ o'clock, P. M. and

Returning, leave Newton at 7 and a quarter past 11, A.M. and a quarter before 5, P.M.

Tickets for the passage either way may be had at the Ticket Office, No. 617, Washington street; price 37½ cents each; and for the return passage, of the Master of the Cars, Newton.

By order of the President and Directors.

a 29 epistf F. A. WILLIAMS, Clerk.

The regular passenger service began four days later, May 16th, 1834. It consisted of the six trains specified in the advertisement. Thirty-five years later it was stated that the increase of travel was such that two passenger trains, carrying on an average three hundred persons, entered or left the city every five minutes of the fourteen active working hours each day.

The Boston and Worcester depot was located at first near what is now known as "Indiana Place," between Washington and Tremont streets. Mr. Harnden, the originator of the express business, was the first ticket master at this station.

The Worcester railroad was opened to West Newton April 16th, 1834, and through to Worcester July 3rd, 1835. Boston and Lowell was opened June, 1834, and through to Lowell June 24th, 1835. Boston and Providence was opened June 4th, 1834, and through to Providence August, 1835. The Maine was opened from Wilmington to Andover in 1836; to South Berwick, 1843. The Eastern comes next, in 1838, in which year it was opened to Salem; George Peabody was the first president. The Old Colony began operating in November, 1845, the Fitchburg in 1845, and

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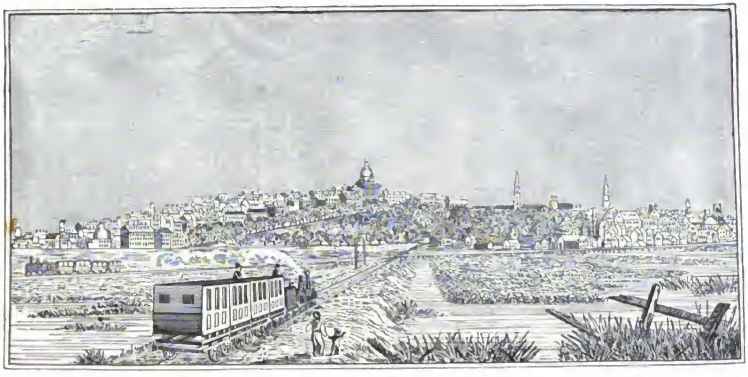

WORCESTER AND PROVIDENCE RAILROAD CROSSING.

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the New York and New England in 1849, under the name of the Norfolk County road. It is a curious fact that every one of the eight railway stations in Boston stands on ground reclaimed from the sea.

WORCESTER AND PROVIDENCE RAILROADS CROSSING THE MARSHES OF THE BACK BAY, 1840.

The engraving shown here is a reproduction of the frontispiece of Barber's Historical Collections, and shows the appearance of Boston as seen from the south-west, near the intersection of the Providence and Worcester railroad crossing. This engraving is considered especially valuable, as showing the great changes that have taken place in the Back Bay district during the past forty years. Nearly the whole bay was filled with gravel brought by these railroads. On this reclaimed land are now built the best residences in Boston, second to none in the country.

EARLY HISTORY OF THE BOSTON FIRE DEPARTMENT.

In all history we find graphic descriptions of the ravages of fire. Human life has not been exempt from its destructive power. The splendid mansions of the rich and the humble domicile of the poor are all subject to its fury. The town of Boston has been the frequent scene of its terrifying operations. The first fire of any record occurred in March, 1631. Mr. Thomas Sharp's house caught fire and was destroyed, also the house of Deacon Colburn. The next fire burned the house of Wm. Cheesborough, in 1653. March 14th, 1653, the selectmen voted to provide forthwith "six good Long Ladders for ye town's use, to be hung on ye outside of ye meeting-houses and branded with ye town's mark." It was also ordered that every householder "shall provide a pole 12 feet long and a swab on ye end to reach ye top of his house in case of fire." In 1653, another fire occurred which destroyed several buildings in the heart of the town. Nov. 2, 1676, the town was thrown into great consternation by a fire which broke out in Mr. Wakefield's house, which was consumed with 46 dwelling houses and the North Meeting-house in Clark (now North) square. Many instances are recorded of fines for not having a pole and swab.

Jan. 27th, 1679, the town received the first fire engine from England, and the selectmen passed the following order in regard to it: "In case of fire in ye town Thomas Atkins is desired and

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doth engage to take care of ye managing of ye s'd Ingine in ye work intended and secure it from damage, and hath made choice of 12 men to assist in ye work." This engine was located in Queen (now Court) street. It was brought into service Aug. 8th, 1679, at a fire which raged until noon of the 9th, destroying 170 buildings and several vessels. The loss was very heavy. In 1683, a fire destroyed a large number of buildings on the south side of the draw-bridge near the dock. A great fire occurred on March 11th, 1702. The loss was immense. "Ye Ingine could do but little to oppose its progress. Henry Deering was this year appointed master of the Ingine, and ordered with his men to meet at the Ingine House on the last Monday of every month, at 3 of the clock, to exercise themselves in the use of said Ingine." In 1703, a pump was placed at the dock to be used in case of fire.

In 1707, two engines were imported. One was placed at the North End, the other at the dock. On Feb. 28, 1709, the following vote was passed: "Whereas, the Water Engines being the goods and chattels of the town and under the care and direction thereof, who are now informed that Mr. Sheriff Dyer, without the knowledge of ye selectmen, hath appointed masters to the several Engines,—Ordered that said masters be forthwith dismist and ye selectmen appoint suitable persons to attend thereunto."

Oct. 1, 1711, an extensive fire began in Williams Court, which demolished all the houses from School street to Cornhill and Dock Square. It burned the First Church, where Rogers Building now stands. The three engines were incessantly at work during the fire. On Jan. 1, 1712, Mr. James Pearson was appointed overseer of the "Persons Listed to attend ye Water Engines, and all Persons were ordered to attend to his directions in ye management of ye Engines," and the following month John Ballentine, Timothy Clark, John Greenough, Thomas Lee, Wm. Lander, Edward Winslow, Edward Martin, Stephen Minot, Samuel Greenwood and John Pollard were appointed to be Fire Wards for and within the town. This was the first Board of Fire Wards. They were men of high standing, and, seeing the importance of substituting engines for the pail and swab, recommended the purchase of three more, which the town voted to do on Nov. 14th, 1714. They arrived in the latter part of the year 1715. One was placed at the side of the Old North Meeting-house, another at the Town House, and the third in Summer street. The following order was

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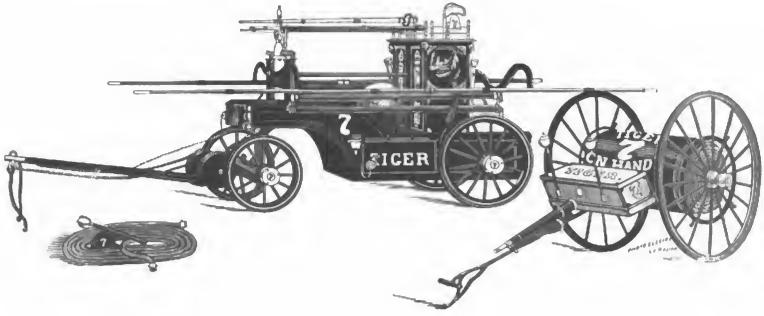

TIGER ENGINE. No. 7.

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given to the masters of engines and renewed each year until 1750: "Ordered that Mr. —— have ye charge of ye Water Engine at —— and is allowed 12 men, and in case he should want to put out or take in any man he shall give an account to ye selectmen and have their order for so doing." In 1736, Mr. B. Sutton notified the selectmen that his engine wanted a new hose. This is the first mention of hose upon the town records. In 1740, the firemen were released from jury duty. About this time another engine was brought over from England. In 1747, a small copper engine was taken out of a Dutch ship wrecked on the coast.

Faneuil Hall was destroyed by fire in 1761. The most of the buildings in Williams Court were again burned in 1763. Twenty houses were burned near the Mill Creek in 1767. Salem Street Meeting-house was burned in 1773. The Jail in Court street was burned in 1769. In 1775, the engines were placed under guard by the British General. In 1794, the square between Pearl, Milk, Atkinson and Purchase streets was laid in ashes. Ninety-six buildings were destroyed. The loss was over $200,000.

The engines, until the year 1798, were designated by their place of deposit, or by their master's names. The selectmen numbered them arbitrarily, beginning at the North End.

No. 1 was imported in the year 1707.

No. 2 was given to the town by Gov. Hutchinson.

No. 3 imported in 1715. No. 4 in 1707. No. 5 in 1715.

No. 6 in 1740. No. 7 in 1679.

No. 8 was taken out of a Dutch ship wrecked on the coast, 1747.

No. 9 imported in 1715. No. 10 in 1772.

No. 11 in 1776. No. 12 in 1796.

The members of No. 7 of to-day (1882) are the lineal descendants of the first company organized in the country, and attached to the engine imported in the year 1679, and numbered 7 in 1798. The following are the names of the captains of this company from 1679 to 1882, for a period of over 200 years:—Thomas Atkins, Ralph Carter, Henry Deering, William Young, Bartholomue Sutton, Stephen Willis, John Blowers, Gersham Flagg, William Sutton, Joel Cushing, Edmond Ranger, Oliver Wiswell, Robert New, Jonathan Heath, Eben White, Seth Copeland, James Pierce, James Weld, I. Amary Davis, W. H. Tileston, W. G. Eaton, W. B. Swift, J. H. Blake, Thomas Williams, P. W. Hayward, Thomas Cassady, Jonathan Hager, W. S. Damrell, T. P. Foster, J. C.

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Bartlett, Lewis Beck, John Ball, C. C. McClennon, S. B. Kendall, Josiah Snelling, W. C. Savage, D. L. M. Dwinell, C. C. Henry, Thomas Whipple, M. C. Thompson, J. Q. Alley, A. A. J. Bartlett, G. L. Imbert, John Winniatt, D. T. Marden.

The first fire engine made in Boston was built by David Wheeler, a blacksmith in Newbury (now Washington) street. It was tried at a fire August 21, 1765, and found to perform extremely well.

Tiger engine No. 7, shown in our engraving, was built by Bisbee & Edwards of Boston, in 1835, and is reproduced from one of the earliest lithographs made in this city.

THE OLD STATE HOUSE FIRE.

This engraving is a reproduction from a plate made by Pendleton about 1835. The plate is still used by the Boston Fire Department for the purpose of printing certificates, diplomas, etc. The events connected with the fire are thus graphically described in the Daily Advertiser and Patriot, and also in the Columbia Centinel, of November 22, 1832: "We are informed of a serious fire occurring on the previous day, in the building numbered 14 and 16 State street, during which a canister of gunpowder exploded and injured several persons. At about 6 o'clock the Chief Engineer called upon engine company No. 7 to play once more upon the timbers which had rekindled, and while thus employed, some of the members gave the word to turn the pipe upon the City Hall (Old State House), on the northern roof of which, under the sill of one of the Lutheran windows in the Land Commissioner's office, the corner of which rested against a chimney, a smoke and small flame was seen. The pipe could not be turned there, but was lowered down and the ladder shifted to City Hall. In the mean time, No. 11 had arrived on the ground and commenced playing. The fire was supposed to be only about the Commissioner's room, and to be extinguished, when the Engineers ascertained that the interior of the roof nearly through the whole extent, between the ceiling of the upper rooms and the tower, between the circular staircase and the interior, was in flames. The alarm was then given and the Department again called together, and after nearly three hours indefatigable labor the flames were arrested, after destroying the interior of the roof, excepting the largest timbers, and after insidnously working their way even

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to the ball which supports the vane. The fire was fought step by step by the firemen, whose duty was exceedingly irksome and laborious, but they kept to their posts and worked like men. Some of them performed daring feats in their anxiety to save the property of their fellow citizens."

The fireman seen on the dome is Charles H. Porter, and the one on the south-east corner of the building is Charles Stearns. Both are now living (1882) and remember the events connected with the fire quite distinctly.

Before the introduction of the steam fire engine, much rivalry existed between the different fire companies, which often resulted in serious trouble. Broad street was the scene of a great riot between the firemen and the Irish of which we give the following description:—

THE GREAT RIOT IN BROAD STREET, BOSTON.

On June 10th, 1837, there had been a large fire at Roxbury, from which No. 20 had returned and housed their engine. Some of the members had gone home, while others remained to see an Irish funeral procession pass. One of the members, who stood upon the pavement, was rudely pushed back upon the sidewalk by an Irishman, with the remark, "he had no business in the street." This was the origin of the riot. Some high words immediately ensued between the parties, and blows followed in quick succession; the firemen gathered around their comrade; the Irish rushed to the assistance of their friends. The firemen were at first driven back to the engine house, when they again rallied and drove the Irish back to Sea street. The Irish immediately began to gather in large numbers, and making a rush upon the firemen drove them back to their engine house and also from the engine house, taking the engine out into the street, where they upset it.

The Irish then formed their funeral procession, while the firemen rallied their comrades, and, being joined by the members of No. 8, they returned to the conflict. The Irish then rushed to Robbins' wood-wharf and armed themselves with sticks of wood and lumps of coal, which they plied with some success. The news of the riot had now spread all over the city, and the firemen were hastening from all points to the assistance of their comrades. The Irish in the mean time had gained strength, and the excitement of the firemen was almost without bounds. The Irish were

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driven from the wharf, when a large body of them made a stand upon the open ground on the top of Fort Hill, where they hurled brickbats, stones and pieces of coal at the firemen for half an hour with great energy. A large body of firemen rushed upon them and drove them from this strong position into Broad street. The fight, which had become general, was kept up until seven o'clock in the evening, without intermission.

The ranks of the Irish were gradually thinned by the arrest of some of their prominent members, who were carried off to jail amid loud shouts and yells. Finally, the Irish gave up the contest, just in time to save themselves from the bayonets of the military, several companies of which were ordered to the scene of strife.

GREAT FIRE IN BOSTON.

During the early part of the evening of Nov. 9th, 1872, a fearful fire broke out at the corner of Summer and Kingston streets, which proved to be one of the most disastrous fires that ever occurred in this city or on this continent. The flames spread with great rapidity, completely baffling all efforts to subdue them on the part of the firemen, and continued their course north and north-east into the most substantial buildings in the business districts, a large proportion of which were of solid granite, being used for the wholesale business. Aid was summoned far and wide, and special trains bearing fire engines from distant cities were soon on hand. Buildings were blown up, the gas cut off, leaving the panic-stricken city almost in darkness. The militia were ordered out to aid the police in preventing robbery and unbounded lawlessness that seemed at one time to be beyond control, adding much to the excitement and terrors of the time. When at last the fire was subdued, it was found that an area of over 63 acres had been burned, and property destroyed to the amount of one hundred millions of dollars, and many lives lost, leaving a smoking chaos of ruins, bounded by Summer, Washington, Milk and Broad streets. Although this calamity was a fearful blow to the business interests of Boston, entailing any amount of misery and distress, it however soon recovered from the shock, and with its usual pluck, refusing all proffered outside aid, has now covered the burnt district with some of the most imposing and substantial business warehouses, which are an ornament to the city.

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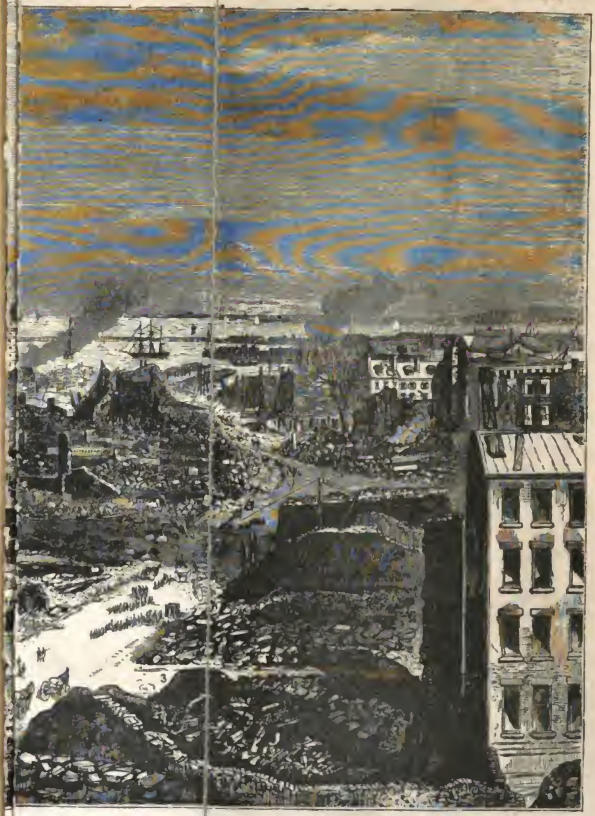

3.—WHERE THE FIRE STARTED. BOSTON HARTFORD & ERIE R. R. DEPOT.

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Stark's Illustrated Histories

AND

Guides to the West Indies

SIX VOLUMES, $1.50 PER VOLUME NET

It is now more than a century since a series of works of this description was published on the West Indies — McKinnen's in 1804 and Bryan Edwards' in 1797. The large number of tourists visiting the West Indies every winter, and the acquiring of tropical possessions by this country, have caused the public to take a greater interest in and to seek for information concerning these beautiful islands lying so near our shores. The author has spent the past twenty winters among these islands, and has incorporated in each book from twenty-five to fifty Photo-Prints from negatives taken by him, printed on plate paper, besides many rare and valuable maps. Each book contains a description of everything on or about the islands, concerning which the public may desire information, including History, Inhabitants Climate, Agriculture, Geology, Government and Resources. The set consists of six volumes, each complete within itself. Jamaica, Trinidad, British Guiana, Bahamas, Bermuda, Barbados and Caribbee Islands.

Every library should contain these volumes as works of reference and text-books. The following list of libraries who have purchased them is referred to as to their value and reliability:

Massachusetts State Library.	Watertown Public Library
Harvard College Library.	Winthrop Public Library.
Boston Athenæum Library.	Waltham Public Library.
Boston Public Library.	Beverly Public Library.
Cambridge Public Library.	Arlington Public Library.
Brookline Public Library.	Lowell Public Library.
Somerville Public Library.	Lynn Public Library.
Marblehead Public Library.	Hyde Park Public Library.
Newton Public Library.	Bridgeport Public Library.
Woburn Public Library.	Hartford Public Library.

Military Information Division, War Department, Washington.
New England Historic Genealogical Society.
Parliamentary Library, Ottawa, Canada.

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OPINIONS OF THE PRESS

From the London "Spectator."

Mr. James H. Stark in his series of histories of, and guides to, the West Indies has assumed the role of a modern Hakluyt to intending voyagers to the islands. He gives a clear account of their present state, their climate, season, and "natural commodities,' and useful information as to steamers and hotels. But to this is added a well edited and illustrated history of each island, or group of islands, which brings the present into vivid relation with the past. Each of the books is interesting and suggestive and complete in itself, the present political and commercial prospects of the different colonies being especially well set out. After following Mr. Stark, who writes both with knowledge and enthusiasm, from island to island, our personal choice would fall on Trinidad as the centre and headquarters of a visit to the West Indies. It is accessible, not expensive, and makes an admirable centre for further voyages. — *London Spectator, Aug. 6, 1898.*

From the Jamaica "News."

Jamaica has not been without literature descriptive of her charms, but there is no book which pays her so eloquent a tribute as Stark's "History and Guide to Jamaica." It is a handsome volume and one which cannot be absent from any well-equipped West Indian bookshelf. Mr. Stark hails from Boston, but the works which he will leave behind will associate him more closely with the jewels of the Caribbean Sea. Few better than he have appreciated to the full the dazzling beauties of the West Indies, and few have pictured them with such graphic force. Mr. Stark has not been content with skilled word-pictures in his portrayal of Jamaica. The volume is made beautiful by fifty-six exquisite full-page photographic reproductions. These must have added very materially to the expense of production, but they serve to render the book by far the best-illustrated work the island has ever possessed. There are also a map of the West Indies, a detailed map of Jamaica, and a street plan of Kingston, all specially engraved for the "Guide."

The work which Mr. Stark has completed is one that the government of Jamaica might have undertaken in an earnest effort to benefit the island, but it could not have done it so well, nor would its labors have been free from the suspicion of prejudice. Mr. Stark is a stranger, an American, whose unqualified praise is not biased by consideration of patriotism; and his work is likely to prove so potent a factor in the working out of the island's salvation that the government could do no more beneficent act than to make a present of a copy of the work to every public library throughout the English-speaking world.

The book is full of interest from cover to cover. From the opening chapter to the last there is much to instruct, and the writing is of such excellence that we never wearied. There are in all nineteen chapters to the work, and the book has been handsomely printed, bound, and illustrated. — *News, Jamaica.*

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From the "Scotsman."

Winter travellers from the States, and even from the United Kingdom, are beginning to make resort in the islands of the Caribbean Sea and on the neighbouring coast of South America, and they find much to repay them for their trouble. To meet the desire for information of such as make their way to Demerara and Berbice, Mr. J. H. Stark, of Boston, U.S., has published a "Guide Book and History of British Guiana," prepared by himself and by Mr. James Rodway, wherein is contained "a description of everything relating to the Colony which would be of interest to tourists and residents respecting its history, inhabitants, climate, agriculture, geology, gold-mining, government, and resources." No more compendious account than this could be given of the contents of a useful and well-arranged little work, which is profusely illustrated with photo-prints, engravings, and maps. — *Scotsman, May 12, 1898.*

From the Jamaica "Gleaner."

Although Mr. Stark has modestly termed his work a "Guide to Jamaica," there is so much of interest contained in the book in the ways of the people, customs, habits, appearances, the state of the colony, the condition of life, and a whole variety of topics concerned with the inner life of the colony, that the book partakes more of the romantic than the prosaic. It is a curious and happy conglomeration of facts, history, romance, and opinion. It has all the excellences of an up-to-date compendious guide-book, with none of its failings. Indeed, the stranger in America or England who has never seen or heard of Jamaica will pursue the "Guide" with pleasure. And what more can be said of a guide-book?

Mr. Stark kept his eyes wide open when he was in Jamaica, and contrived to see as much in a few months as the majority of people see in years. But it would be absurd for us to enter into detail with respect to the contents of the "Guide." Suffice it to say that descriptions are afforded of the main roads through the island, of the Bag Walk and along to Castleton, of the towns and villages along the coast, of the hotels and the travelling facilities, — in fine, all the host of inquiries which the tourist and even the residents are obliged to make are amply met in this publication. The author does not pretend to literary effort, but nevertheless there is a certain charm in the direct expression of the beauties and wonders of "The Gem of the Antilles," as he calls Jamaica, which must appeal to all readers.

The "Guide" is finely printed, and well bound and with the illustrations it really makes the book one of the finest publications on Jamaica yet sent out, and we can only say that in our opinion Mr. Stark has done an immense service to Jamaica. — *Gleaner, Jamaica.*

For sale by

JAMES H. STARK,
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STARK'S GUIDES TO THE WEST INDIES.

OPINIONS OF THE PRESS.

(THE NATION, NOV. 24, 1898.)

"Stark's 'Jamaica Guide' (Boston) is a very useful and entertaining [illegible] book. Mr. Stark, though a life-long resident of Boston, is an Englishman by birth, and naturally has an interest in these islands which have so long remained under British control. He has already published guide-books to the other islands, as Barbados, the Bahamas, and Trinidad, which we have before reviewed. The present one on Jamaica is perhaps the best of the series. It gives a sufficient resume of the history of the island, together with a thorough sketch of the present state of social conditions there, as well as of the topography and natural features. Mr. Stark does not disguise the fact that the prosperity of all these West Indian islands ceased with England's magnificent gift of freedom to the slaves, but he looks forward to the time when other colonists will people these fertile lands, and a renewed civilization will stimulate industry. His books have been favorably received in England, and, best of all, have been praised by the local journals, the best judges of the entire accuracy of his work."

(PALL MALL GAZETTE, MAY 13, 1898.)

"Stark's Guide and History of British Guiana, is a continuation of a series of works of the Guide-book type, dealing with our West Indian possessions. It is both instructive and pleasantly written, while the illustrations and maps afford additional information. The history and physical characteristics of the colony are sketched out, the show sights duly detailed, and the inhabitants and products receive adequate treatment. There are some useful hints on the gold industry and the resources of the colony generally, and should accordingly find a place as a work of reference."

(THE LONDON GRAPHIC, JUNE 4, 1898.)

"Stark's Guide and History of British Guiana, is a complete and compendious handbook for tourists and immigrants. At the present time the history of the gold industry and hints to gold prospectors may be commended as opportune and up-to-date."

(BOOKSELLER, LONDON, JUNE, 1898.)

"Sampson Low, Marston & Co., now place upon the English market a cheap and useful guide to British Guiana, which has been issued by an American publisher. The bulk of the material we are told was prepared by Mr. James Rodway, the well-known authority on British Guiana, and may therefore be accepted as trustworthy. The volume is profusely illustrated, and altogether furnishes a very satisfactory and sufficient guide to the country with which it deals."

[ATHENÆUM, MAY 21, 1898.]

"A Boston firm publishes a series of admirable Guide-books to the West Indies and neighborhood, issued in London by Messrs. Sampson, Low & Co. They are written by Mr. James H. Stark, the publisher, are well illustrated, and we can commend them as valuable Guide-books."

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